

COMMUNITY GROUP COMMENTS (CG)

CG1

College Park East Neighborhood Association

P. O. Box 3501

Seal Beach, CA 90740

sealbeachcpena@hotmail.com Tax ID # 33-0490654

July 16, 2012

Ms. Smita Deshpande, Branch Chief
CalTrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Attn: 405 DEIR/DEIS Comment Period

Dear Ms. Deshpande:

Enclosed are 71 pages of petitions containing 1,065 signatures: 1,038 from College Park East (CPE), Seal Beach residents, and 27 from neighboring communities who are concerned and angry about two of the proposals -- specifically, Alternatives 2 & 3.

These residents are most distressed with the prospect of Almond Avenue sustaining unacceptable changes: the relocation of the sound wall that will basically, when completed, cut the street almost in half creating a substandard street. In addition, moving the wall closer to our homes will add to increased noise and air pollution, and decreased property values.

They do not wish to have the two gas/petroleum lines re-routed from the south side of the freeway through CPE. We already have a major high pressure gas line (36" or 48") that runs along the north side of Lampson Avenue -- the main line from San Diego to Santa Barbara. We do not wish to be ringed by utility pipelines that have incredible consequences if their integrity is violated.

They are concerned with the lack of a coordinated project with Los Angeles County for additional traffic lanes at the county line. This will result in additional congestion as vehicles merge down two lanes to go north on the 405. If the area between the 22 and the 605 is the country's busiest stretch of freeway it will now become the country's biggest parking lot and the area at the county line will become the country's biggest bottleneck. All that combined with the on-shore prevailing winds, will increase noise and air pollution into our community.

They do not see either of these proposals solving any traffic congestion problems. All Alternative 3 does is collect tolls and add more traffic to the general purpose lanes as many people just simply either cannot or will not use them, especially those on fixed and/or reduced

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CPENA

incomes. Studies show that the tipping point for use of the car pool lanes is 2 people per vehicle. A requirement for more people per car than that dramatically lowers the use of such lanes.

We would like the OCTA and CalTrans boards be guided by common sense and reality, and not wishful thinking of "buckets of money" (tolls) coming in, which, given the reports on the 73 freeway, will not materialize.

Thank you for your consideration.

Sincerely,

Schelly Sustarsic

Schelly Sustarsic
President, CPENA

Encls.

Patricia E. Campbell

Patricia E. Campbell
Secretary/Treasurer, CPENA

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT

FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

We, the undersigned, do not support Project Alternatives 2 and 3 for the following reasons:

- 1) They require the Almond Ave. soundwall to be moved further into College Park East, causing across-the-board increased noise and air pollution, and decreased property values.
- 2) These two alternatives would require relocation of utilities: overhead electrical lines could be relocated to the north side of Almond Ave. (all utilities are under-grounded in CPE); a 14" and separate 16" diameter gas/petroleum pipeline may be relocated from south of the I-405 Freeway to a new alignment through College Park East.
- 3) Lack of a coordinated project with Los Angeles County for additional through traffic lanes north on the I-405 Freeway at the county line without which would create additional congestion with a significant increase in noise and air pollution in College Park East, Seal Beach, and Rossmore due to prevailing on-shore winds.
- 4) We do not support the toll express lanes of Alternative 3 because of the undue economic hardship on many people, especially fixed income people, such as the senior citizens of Seal Beach, Orange and Los Angeles Counties

	Printed Name	Signature	Seal Beach Street Address
1	ROBERT M. BEARSON JR	<i>Robert Bearson Jr</i>	3820 WISTERIA ST
2	CLAUSA COFFMAN	<i>Clausa Coffman</i>	3880 Wisteria St
3	Tim Davidson	<i>Tim Davidson</i>	3870 Wisteria St.
4	Frances Maddux	<i>Frances Maddux</i>	3930 Wisteria St
5	Jessica Tanzer	<i>Jessica Tanzer</i>	3621 Wisteria St.
6	GARY LAWS	<i>Gary Laws</i>	3890 WISTERIA ST
7	Diana Mangot	<i>Diana Mangot</i>	3670 Wisteria St.
8	KAREE PAXSON	<i>Karee Paxson</i>	3580 Wisteria ST
9	Melissa VanZee	<i>Melissa VanZee</i>	3580 Wiskum ST
10	Stephanie Meyer	<i>Stephanie Meyer</i>	3580 Violet St
11	Nancy Weintraub	<i>Nancy Weintraub</i>	3570 Violet Street
12	Janet Duxander	<i>Janet Duxander</i>	3560 Violet St
13	Brandu Castillo	<i>Brandu Castillo</i>	3571 Violet St.
14	Eduardo Castillo	<i>Eduardo Castillo</i>	3571 Violet St.
15	Elinda de los Santos	<i>Elinda de los Santos</i>	3591 Violet St.
16	KELLY A HUMPHREY	<i>Kelly Humphrey</i>	3541 ROSE CIRCLE

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	Printed Name	Signature	Seal Beach Street Address
1	SHERI WOODEN	<i>Sheri Wooden</i>	3561 Rose Cir.
2	CRAIG KOEHLER	<i>Craig Koehler</i>	3601 Rose Cir
3	THERESA KOEHLER	<i>Theresa Koehler</i>	3601 Rose Circle
4	Sheri Bathurst	<i>Sheri Bathurst</i>	3591 Rose Circle
5	JEFF BATHURST	<i>Jeff Bathurst</i>	3591 Rose Circle
6	Christa Moura	<i>Christa Moura</i>	3581 Rose Circle
7	LARRY SORRELL	<i>Larry Sorrell</i>	3581 Rose Cir.
8	MICHAEL GODOY	<i>Michael Godoy</i>	3571 ROSE CIR, SB
9	Tyler GODOY	<i>Tyler Godoy</i>	3571 ROSE CIR, SB
10	Brand Ceonial	<i>Brand Ceonial</i>	3531 Primrose Cir.
11	Jill Cronin	<i>Jill Cronin</i>	3531 PRIMROSE CIR
12	Marianna Cannizzaro	<i>Marianna Cannizzaro</i>	3541 PRIMROSE CIR, SB
13	Clayton J. Nider	<i>SANDRA S. NIEDER</i>	3551 PRIMROSE CIR
14	Lucille Menden	<i>Lucille Menden</i>	3561 PRIMROSE CIR
15	John Menden	<i>John Menden</i>	3561 PRIMROSE CIR
16	Joseph Menden	<i>Joe Menden</i>	3561 Primrose Cir

**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

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	Printed Name	Signature	Seal Beach Street Address
1	Juan C. Berzogl	<i>[Signature]</i>	3541 Primrose Cir.
2	Adela Romero	<i>[Signature]</i>	3591 Primrose Cir
3	Bernard Devlin	<i>[Signature]</i>	3590 Primrose Cir.
4	Larry Soderling	<i>[Signature]</i>	3590 Primrose Cir
5	Frances Soderling	<i>[Signature]</i>	3590 Primrose Cir. SB
6	Arian Mampoo	<i>[Signature]</i>	3600 Primrose Cir. SB
7	David Valdez	<i>[Signature]</i>	3610 Primrose circle
8	Maria Hernandez	<i>[Signature]</i>	3610 Primrose circle
9	Ariel Smith	<i>[Signature]</i>	3611 Primrose Cir.
10	Maureen Rothberg	<i>[Signature]</i>	3570 Primrose Cir.
11	Richard Resurrection	<i>[Signature]</i>	3560 Primrose Cir.
12	Jeff Wells	<i>[Signature]</i>	3550 Primrose Cir.
13	Elyse Wells	<i>[Signature]</i>	3550 Primrose Cir
14	ROGER NIEDER	<i>[Signature]</i>	3551 PRIMROSE CIR
15	Brian Cabello	<i>[Signature]</i>	3541 Primrose Cir
16	John Cabello	<i>[Signature]</i>	3546 Primrose Cir.

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	Printed Name	Signature	Seal Beach Street Address
1	Jeffrey Tison	<i>[Signature]</i>	4157 Banyan Ave 90740
2	Christine Nelson	<i>[Signature]</i>	4157 Banyan Ave, 90740
3	Jenea Lawley	<i>[Signature]</i>	3550 CARNATION Cir 90740
4	Arthur Lawley	<i>[Signature]</i>	3550 CARNATION Circle 90740
5	Rebecca Barrett	<i>[Signature]</i>	1351 Pelham Rd 90740
6	Dietrich Tröst	<i>[Signature]</i>	4196 Dogwood
7	Kenneth Gensler	<i>[Signature]</i>	4202 Dogwood
8	ROBERTA GERSHON	<i>[Signature]</i>	4209 Dogwood Ave
9	MAGALI PEREZ	<i>[Signature]</i>	4206 Dogwood Ave
10	EDUARDO PEREZ	<i>[Signature]</i>	4206 Dogwood Ave
11	GERALD REGNIER	<i>[Signature]</i>	4228 Dogwood Ave, 90740
12	Kimberlee Regnier	<i>[Signature]</i>	4228 Dogwood Ave, 90740
13	Jasper Andy	<i>[Signature]</i>	4241 Dogwood Ave 90740
14	Rebecca Vandenberg	<i>[Signature]</i>	4241 Dogwood Ave SB Pg 8
15	Liana	<i>[Signature]</i>	9296 Dogwood Ave SB
16	Gerit	<i>[Signature]</i>	9296 Dogwood Ave SB

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	Printed Name	Signature	Seal Beach Street Address
1	Wendy Hansen		4217 Banyan
2	Rusty Hansen		4217 Banyan
3	Terry Jones		4197 Banyan
4	Brian Jones	Family - Spouse	4197 Banyan
5	Doug Jones	Family - Son	4197 Banyan
6	Stacy Jones	Family - daughter	4197 Banyan
7	Karin Phan		4173 Banyan
8	Darrell Dedikien	Family - Spouse	4173 Banyan
9	Tom Oguzalek	Family - Son	4149 Banyan
10	Cristina Ostrich	Owner/Owner	3621 Camellia
11	Eran Ostrich	Owner/Mother	3621 Camellia
12	Steve Ostrich	Owner/Father	3621 Camellia
13	Arlene Mercer		3541 Daffodil Circle
14	Terry Mercer	Family - Spouse	3541 Daffodil Circle
15	Ewen Sale		3520 Dahlia Circle
16	Nia Sale	Wife	3520 Dahlia Circle

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	Printed Name	Signature	Seal Beach Street Address
1	Julianne R Foster		3560 Daffodil Circle
2	Edward H Foster		3560 Daffodil Cir.
3	TEVE FITZPATRICK		3570 Daffodil Cir
4	Jackie Fitzpatrick		3570 Daffodil Cir
5	Carol Clissold		3561 Daffodil Cir.
6	Kay Clissold		3561 Daffodil Circle
7	Berrick Chow		3550 Daffodil Circle
8	Jane Chow		3550 Daffodil Cir
9	William Moss		3521 Daffodil Cir
10	Gina Moss		3521 Daffodil Cir
11	Carole McLaughlin		3520 Daffodil Cir
12	Sean McLaughlin		3520 Daffodil Cir
13	Wayne McLaughlin		3520 Daffodil Cir
14	Herbert Williamson		3561 Jasmine Cir
15	Nancy Williamson		3561 Jasmine Cir
16	Mark Williamson		" " "

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	Printed Name	Signature	Seal Beach Street Address
1	Scott Surberland	[Signature]	4816 Delwood Ave
2	Laramie Price	[Signature]	3881 Sunflower St.
3	Adalinda Gutierrez	[Signature]	4201 Birchwood Ave
4	Carlos Gutierrez	[Signature]	4201 Birchwood Ave.
5	Jacqueline Flores	[Signature]	4257 Fir Ave.
6	LOWELL BYRD	[Signature]	3691 OLEANDER ST
7	Ann BYRD	[Signature]	3691 Oleander
8	Charmen Vasquez	[Signature]	4572 Canby Street
9	Cristi Shinn	[Signature]	3820 Violet St.
10	FRANCISCO ROSARIO	[Signature]	3820 Violet St.
11	CAROL DIDAKIS	[Signature]	4173 Banyan
12	Bruce Brown	[Signature]	3520 Wistaria St
13	MELISSA VAN ZEE	[Signature]	3530 VISTRIA ST
14	Phyllis Ariston	[Signature]	4680 Argonaut Ave
15	Alex Emerson	[Signature]	3400 20th St.
16	Angela Kirsnis	[Signature]	4544 Ironwood

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	Printed Name	Signature	Seal Beach Street Address
1	GLENN WHEELER	[Signature]	3570 BLUEBELL ST.
2	EILEEN WHEELER	[Signature]	3570 Bluebell St.
3	JENNIFER LE	[Signature]	3580 Bluebell St.
4	Garkis Avedisian	[Signature]	3580 Bluebell St.
5	Mary Davis	[Signature]	3631 Bluebell St.
6	Valerie Jenkins	[Signature]	3652 Bluebell St.
7	Robert Marshall	[Signature]	3680 Bluebell St.
8	Hensyette Marshall	[Signature]	3680 Bluebell St.
9	James L. Duncan	[Signature]	3681 Bluebell St.
10	Janice E. Duncan	[Signature]	3681 Bluebell St.
11	Elizabeth Duncan	[Signature]	3681 Bluebell St.
12	John M. Rugh	[Signature]	3670 Bluebell St.
13	Brian McLaughlin	[Signature]	496 Birchwood Ave
14	JOHN H. HANLEY	[Signature]	4200 Birchwood Ave
15	SUZANNE (GOLD)	[Signature]	4200 BIRCHWOOD AVE
16	Patricia E. Campbell	[Signature]	4433 Ironwood Ave

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	Printed Name	Signature	Seal Beach Street Address
1	Linette Sharrow	<i>Linette Sharrow</i>	4340 Dogwood
2	Brittney Sharrow	<i>Brittney Sharrow</i>	9340 Dogwood
3	Cory Sharrow	<i>Cory Sharrow</i>	9340 Dogwood
4	Lincoln Doozy	<i>Lincoln Doozy</i>	9340 Dogwood
5	Ann Ramirez	<i>Ann Ramirez</i>	4333 Dogwood Ave.
6	Diane L. Parkhurst	<i>Diane L. Parkhurst</i>	4333 Dogwood Ave.
7	Nancy Carter	<i>Nancy Carter</i>	4297 Dogwood Ave.
8	Elisabeth Carter	<i>Elisabeth Carter</i>	4297 Dogwood Ave.
9	Scott Carter	<i>Scott Carter</i>	4297 Dogwood Ave.
10	Stacy Casanova	<i>Stacy Casanova</i>	4292 Dogwood Ave.
11	Rick Casanova	<i>Rick Casanova</i>	4292 Dogwood Ave.
12	John Pollock	<i>John Pollock</i>	4281 Dogwood Ave.
13	FLORETTA POLLOCK	<i>Floretta Pollock</i>	4281 Dogwood Ave.
14	Jimmy Young	<i>Jimmy Young</i>	4273 Dogwood Ave.
15	SARKIS SARKISIAN	<i>Sarkis Sarkisian</i>	4265 Dogwood Ave.
16	Becky Sarkisian	<i>Becky Sarkisian</i>	4265 Dogwood Ave.

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1	MAE HANSELL	<i>Mae Hansell</i>	4789 Dogwood
2	SESE NOVA-CRANG	<i>S. Nova-Crang</i>	4773 Dogwood
3	Michelle Reinert	<i>Michelle Reinert</i>	4781 Dogwood
4	Patsy Reinert	<i>Patsy Reinert</i>	4781 Dogwood
5	Dennis Robbins	<i>Dennis Robbins</i>	4797 Dogwood
6	Jason Olmos	<i>Jason Olmos</i>	4817 Dogwood Ave.
7	MARISA SWANK	<i>Marisa Swank</i>	4825 Dogwood
8	CARA SWANK	<i>Family</i>	4825 Dogwood
9	Tim Swank	<i>Family</i>	4825 Dogwood
10	Norm Delateras	<i>Family</i>	4849 Dogwood
11	Diane Delateras	<i>Family</i>	4849 Dogwood
12	Tom FLORELL	<i>Tom FLORELL</i>	4873 Dogwood
13	Kellie FLORELL	<i>Family</i>	4873 Dogwood
14	Carol Muiy	<i>Carol Muiy</i>	4812 Candleberry Ave
15	Carol Muiy	<i>Carol Muiy</i>	4812 Candleberry Ave
16	Charles Alabian	<i>Charles Alabian</i>	4648 Dogwood Ave

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- 4) We do not support the toll express lanes of Alternative 3 because of the undue economic hardship on many people, especially fixed income people, such as the senior citizens of Seal Beach, Orange and Los Angeles Counties

	Printed Name	Signature	Seal Beach Street Address
1	David Lumb	[Signature]	DeWolfe Ave 90740
2	Kayla Shante	[Signature]	DeWolfe Ave 90740
3	Charlan Chen	[Signature]	4233 Dogwood Ave
4	Michael Chen	[Signature]	4233 Dogwood Ave
5	William Chen	[Signature]	Seal Beach 90740
6	Dinah Chen	[Signature]	3630 Oleander St.
7	Michael Chen	[Signature]	3630 Oleander St.
8	Margaret Chen	[Signature]	4217 Dogwood Ave.
9	Chao Hsia Chen	[Signature]	4217 Dogwood Ave 90740
10	John McKinnis	[Signature]	4201 Dogwood Ave 90740
11	Charmie McKinnis	[Signature]	4201 Dogwood Ave 90740
12	Lauren McKinnis	[Signature]	4201 Dogwood Ave 90740
13	David Pignier	[Signature]	4271 Dogwood Ave 90740
14	Cheri Pignier	[Signature]	4271 Dogwood Ave 90740
15	Patricia Fusco	[Signature]	4416 Dogwood 90740
16	Ronald Macdonald	[Signature]	4416 Dogwood 90740

CG1 Continued

**PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

TO: Smrita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

We, the undersigned, do not support Project Alternatives 2 and 3 for the following reasons:

- 1) They require the Almond Ave. soundwall to be moved further into College Park East, causing across-the-board increased noise and air pollution, and decreased property values.
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	Printed Name	Signature	Seal Beach Street Address
1	L. REEY Maratt	[Signature]	3671 Oleander St
2	Patty Maratt	[Signature]	3671 Oleander St
3	Karen Maratt	[Signature]	3671 Oleander St
4	Gerald Maratt	[Signature]	3671 Oleander St
5	Larry Maratt SR	[Signature]	3671 Oleander St
6	Dennis Maratt	[Signature]	3671 Oleander St
7	Kam Kalish	[Signature]	4541 Dogwood 90740
8	David Kalish	[Signature]	4541 Dogwood 90740
9	Rodney K. Palt	[Signature]	4533 Dogwood Ave
10	Nai Du Polist	[Signature]	4533 Dogwood Ave
11	Francis Situm	[Signature]	4517 Dogwood Ave
12	Marian Dutcher	[Signature]	4657 Dogwood Ave
13	George Dutcher	[Signature]	4657 Dogwood Ave
14	George Dutcher	[Signature]	4657 Dogwood Ave
15	Charles Buzas	[Signature]	4657 Dogwood
16	John Buzas	[Signature]	4657 Dogwood

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	Alex Buus		3581 Sunflower Cr. Seal Beach
2	Gary Buus		3581 Sunflower St. Seal Beach
3	Soni Schneider		3621 Sunflower Cir SB
4	Esther Michaels		3631 Sunflower Cir SB
5	Brad Miller		3620 Sunflower Cir SB
6	Jamie Miller		3620 Sunflower Circle
7	Phup Tapan		3610 Sunflower Cir SB
8	Phup Tapan		3580 Sunflower Cir
9	Joan Yang		3571 Sunflower Cir Seal Beach 90790
10	Nicole Lussow		3550 Sunflower Cir
11	Scott Davis		3571 Pansy Cir
12	Jose Naimo		3531 Pansy Circle
13	Desiree Sorrentino		3651 Wisteria St.
14	Mania Rini		3641 Wisteria St
15	Raul Gallo		3611 Wisteria St.
16	Emma Davis		3591 Wisteria St.

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	Beatrice Buus		3581 Sunflower Cr.
2	Shelley U. Miller		3620 Sunflower Cir.
3	Billy Haskett		3581 Sunflower Cir.
4	Chris Weiss		3580 Sunflower Cir.
5	Mark Hvossh		3550 Sunflower
6	Melinda Davis		3571 Pansy Circle
7	Mackenzie Miller		3571 Pansy Circle
8	Jonathan Davis		3571 Pansy Circle
9	Nicholas Rini		3641 Wisteria St.
10	Wato Iwakoshi		3621 Wisteria St
11	Rachel Agnew		3581 Wisteria St.
12	Patricia Wistman		3570 Wisteria St
13	Greg Wistman		3570 Wisteria St.
14	James G. Agee		3590 Wisteria St.
15	Albanah M. Agee		3590 Wisteria St.
16	Erin Hutton		3610 Wisteria St

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	Richard J. Johnson	<i>Richard J. Johnson</i>	4505 Almond SB
2	Carol Johnson	<i>Carol Johnson</i>	4505 Almond SB
3	Susan Poe	<i>Susan Poe</i>	10772 Chestnut Los Al
4	Marilyn Gordon	<i>Marilyn Gordon</i>	4582 Almond Ave
5	Doreen Smith	<i>Doreen Smith</i>	4489 Guadalupe SB
6	Susan Ariano	<i>Susan Ariano</i>	4501 Guadalupe SB
7	Michael Ariano	<i>Michael Ariano</i>	4501 Guadalupe SB
8	MARIA SMATOWITZ	<i>M. Smatowitz</i>	4501 Guadalupe SB
9	Stan Smatowitz	<i>Stan Smatowitz</i>	4501 Guadalupe SB
10	Jacob Smatowitz	<i>Jacob Smatowitz</i>	4501 Guadalupe SB
11	Carolyn Jones	<i>Carolyn Jones</i>	4517 Guadalupe SB
12	Shawn C. Jones	<i>Shawn C. Jones</i>	4506 Guadalupe SB
13	Michael Stone	<i>Michael Stone</i>	4525 Guadalupe SB
14	Darryl Burnett	<i>Darryl Burnett</i>	4565 Guadalupe Ave
15	E. L. Zepeda Burnett	<i>E. L. Zepeda Burnett</i>	4565 Guadalupe Ave
16	Mike Lopez	<i>Mike Lopez</i>	4569 Guadalupe

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	Beverly J. Horton	<i>Beverly J. Horton</i>	4229 Dogwood Ave
2	Cherri Regnier	<i>Cherri Regnier</i>	4172 Dogwood Ave
3	Grace Hanus	<i>Grace Hanus</i>	4224 Dogwood Ave
4	Joseph Hanus	<i>Joseph Hanus</i>	4224 Dogwood Ave
5	Susan Monsoor	<i>Susan Monsoor</i>	4236 Dogwood Ave
6	DAVID MONSOOR	<i>David Monsoor</i>	4236 Dogwood Ave
7	HENRY BANUELOS	<i>Henry Banuelos</i>	4208 Elder Ave
8	Janis Banuelos	<i>Janis Banuelos</i>	4208 Elder Ave
9	Roma Elgin	<i>Roma Elgin</i>	4236 Elder Ave
10	Donna Elgin	<i>Donna Elgin</i>	4236 Elder Ave
11	MARK RAY	<i>Mark Ray</i>	4252 Elder Ave
12	Yelena Burstein	<i>Yelena Burstein</i>	4264 Elder Ave
13	JIM BAREMBAYM	<i>Jim Barembaym</i>	4273 Elder Ave
14	SUSAN BAREMBAYM	<i>Susan Barembaym</i>	4273 Elder Ave
15	JOHN TILLIS	<i>John Tillis</i>	4292 Elder Ave
16	Kathy Costello Moore	<i>Kathy Costello Moore</i>	4292 Elder Ave

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	DEWEY DODGE		4296 EIDER AVE
2	Mark Hougard		4361 Elder Ave
3	Sally Williams		4257 Elder Ave
4	Robert Rippstein		4225 Elder Ave
5	Jeanette Fischer		4217 Elder Ave
6	Richard A. Fisher		4217 Elder Ave
7	Marianne Welsch		4208 Dogwood Ave
8	Russ Welsch		4208 Dogwood Ave
9	Kristina Welsch		4325 Dogwood Ave
10	Mike Welsch		4325 Dogwood Ave
11	Jim SYRENGELAS		4316 Elder Ave. S.B.
12	MATINA SYRENGELAS		4316 Elder Ave S.B.
13	Jan Ellis		4372 Elder Ave S.B.
14	BERT PEPPER		4366 Elder St
15	MIKE PEPPER		4380 Elder St
16	Trevor Pepper		4380 Elder St

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	JOHN RUSSON		4357 ELDER AVE
2	Annie Russon		4357 Elder Ave
3	JOE PINTO		4333 ELDER AVE
4	GARY ROBERTS		4325 ELDER AVE
5	Jane Blackmun		11432 Foster Los Alamitos
6	Charlotte Fowk		4288 Guava Ave Seal Beach
7	Bert Fowks		4288 Guava Ave Seal Beach
8	Marianne Welsch		4480 Guava Ave
9	Marianne Welsch		4480 Guava St
10	CHERYL CREED		4500 GUAVA SB
11	TOM CREED		4500 GUAVA SB
12	Bona Yamash		4524 Guava SB
13	PATRICIA Yamada		4504 Guava SB
14	Heather Aparaca		4526 Guava SB
15	Kendall Banchein		4556 GUAVA MP. SB
16	Kristen Campbell		4012 LOMA ST., Irvine

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	RAY VELLA	[Signature]	3521 Iris Cr
2	HERMAN Dohman	[Signature]	3541 IRIS CIR
3	Besa L. Dohman	[Signature]	3541 Iris Cr
4	Nancy White	[Signature]	3551 Iris Cr
5	Yoshi Muekawa	[Signature]	3540 Iris Cr
6	Martinez Jean Jacques	[Signature]	3520 Iris Cr
7	Alex Lopez	[Signature]	3520 Iris Cr
8	Glenwick Jacques	[Signature]	3520 Iris Cr
9	Rick White	[Signature]	3551 Iris Cr
10	Jonathan White	[Signature]	3551 Iris Cr
11	Dorell C. Evans	[Signature]	3510 Iris Cr
12	Jeanette Vella	[Signature]	3521 Iris Cr
13	Mike Ibrahim	[Signature]	3531 Iris Cr
14	Angela Ibrahim	[Signature]	3531 Iris Cr
15	Michelle Clive	[Signature]	3550 Iris Cr
16	Brian Clive	[Signature]	3550 Iris Cr

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	Todd Jones	[Signature]	3760 WISTERIA ST
2	Gregory Gordon	[Signature]	3770 WISTERIA ST
3	GEORGE GORDON	[Signature]	3770 WISTERIA ST
4	Judy Pearson	[Signature]	3820 WISTERIA ST
5	SREDI WRIGHT	[Signature]	3860 Wisteria St
6	Kathleen Wright	[Signature]	3860 Wisteria St
7	Gery Harnick	[Signature]	3920 Wisteria St
8	Dennis Chynn	[Signature]	3920 Wisteria St
9	Ray Talavera	[Signature]	3691 Wisteria
10	RAY TALAVERA	[Signature]	3681 Wisteria St
11	Eubali Talon	[Signature]	3691 Wisteria St
12	Emily Gay Gooden	[Signature]	3620 Violet St
13	Kenneth David Goodman	[Signature]	3620 Violet Street
14	David Kahn	[Signature]	3570 Violet St
15	Mike Dockstad	[Signature]	3560 Violet St
16	Pat Ross	[Signature]	3570 Panay Cr

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2008091001

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Printed Name	Signature	Seal Beach Street Address
1. Lisa Severson	[Signature]	3530 Dahlia Circle, Seal Beach, CA 90740
2. Joanne Severson	[Signature]	3540 Dahlia Circle, Seal Beach, CA 90740
3. Dana Windes	[Signature]	3540 Dahlia Circle, Seal Beach, CA 90740
4. CINDY WINDES	[Signature]	3540 DAFFODIL CIR, SEAL BEACH CA 90740
5. Rose Marie Hoffman	[Signature]	3562 Jasmine Circle, Seal Beach, CA 90740
6. Jeff Peach	[Signature]	3551 Jasmine Circle, Seal Beach, CA
7. Karin Peach	[Signature]	" "
8. Brenden Peach	[Signature]	" "
9. Baylee Peach	[Signature]	" "
10. Mike Stephens	[Signature]	" "
11. Dave Scott	[Signature]	3530 Jasmine Cir
12. LINDA SCOTT	[Signature]	3530 Jasmine Cir
13. Michael Scott	[Signature]	4489 Pine Seal Beach, CA
14. Carolyn Nicks	[Signature]	3541 Jasmine Circle
15. Renee Edwards	[Signature]	4564 Golden Ave. Seal Beach, CA 90740
16. Susan Rich	[Signature]	9537 Garden Ave

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2008091001

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Printed Name	Signature	Seal Beach Street Address
1. Kristine Mambis	[Signature]	Camelia Street
2. Michael Santos	[Signature]	Camelia Street
3. Chase Lichos	[Signature]	3521 Dahlia Street
4. Joan Ebersold	[Signature]	3541 Dahlia
5. AC KIRI CORONADO	[Signature]	3520 FERN
6. SHARON HUNTER	[Signature]	3520 GOLDENROD CIR.
7. DOLores HUNTER	[Signature]	3520 GOLDENROD CIR.
8. JAMES L RYAN	[Signature]	3550 Golden Rod Cr
9. ELISA YOUNGER	[Signature]	3521 Heather Cir.
10. EVAN YOUNGER	[Signature]	3521 Heather Cir.
11. Ron Muir	[Signature]	3541 Heather Cir
12. Irma Muir	[Signature]	3541 HEATHER CIRCLE
13. ROBERT S. ROBERTSON	[Signature]	3551 HEATHER CIR.
14. SHARON PATTERSON	[Signature]	3551 Heather Cir
15. LESLIE COWAN	[Signature]	3561 Heather Cir.
16. RICHARD ROBERTSON	[Signature]	3521 JASMINE

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	DORIS E. WARNER	<i>Doris E. Warner</i>	3570 Carnation Circle Seal Beach, CA 90740
2	MELANIE THIMLAR	<i>Melanie Thimlar</i>	3561 CARNATION CIR Seal Beach, CA 90740
3	TODD SMITH	<i>Todd Smith</i>	3531 Carnation Circle Seal Beach, CA 90740
4	JENNIFER SMITH	<i>Jennifer Smith</i>	3531 Carnation Circle Seal Beach, CA 90740
5	ELSBETH SCHMIDT	<i>Elsbeth Schmidt</i>	3520 Carnation Circle Seal Beach, CA 90740
6	MELANIE THIMLAR	<i>Melanie Thimlar</i>	3541 Carnation Circle Seal Beach, CA 90740
7	RAY EXPERT	<i>Ray Expert</i>	3551 Carnation Circle Seal Beach, CA 90740
8	RAYMOND EXPERT	<i>Raymond Expert</i>	3551 CARNATION CIR Seal Beach 90740
9	D. L. MARSH	<i>D. L. Marsh</i>	3550 CLOVER CIR Seal Beach CA 90740
10	ORSA STILLANDES	<i>Orsa Stillandes</i>	3570 CLOVER CIR 90740
11	ANNA MARSH	<i>Anna Marsh</i>	3581 Columbia St Seal Beach CA 90740
12	ROBERT MARSH	<i>Robert Marsh</i>	3581 Columbia St Seal Beach CA 90740
13	HELEN PEDERSEN	<i>Helen Pedersen</i>	3541 Columbia St Seal Beach, CA
14	KELLY HUGHES	<i>Kelly Hughes</i>	3540 Columbia St SB
15	DAVE HUMPHREY	<i>Dave Humphrey</i>	3530 Columbia Street
16	EVANDER HUMPHREY	<i>Evander Humphrey</i>	3550 Columbia St

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

We, the undersigned, do not support Project Alternatives 2 and 3 for the following reasons:

- 1) They require the Almond Ave. soundwall to be moved further into College Park East, causing across-the-board increased noise and air pollution, and decreased property values.
- 2) These two alternatives would require relocation of utilities: overhead electrical lines could be relocated to the north side of Almond Ave. (all utilities are under-grounded in CPE); a 14" and separate 16" diameter gas/petroleum pipeline may be relocated from south of the I-405 Freeway to a new alignment through College Park East.
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- 4) We do not support the toll express lanes of Alternative 3 because of the undue economic hardship on many people, especially fixed income people, such as the senior citizens of Seal Beach, Orange and Los Angeles Counties

	Printed Name	Signature	Seal Beach Street Address
1	KAREY RIEM	<i>Karey Riem</i>	3621 Violet St. Seal Beach
2	VIRAK RIEM	<i>Virak Riem</i>	3621 Violet St. Seal Beach
3	BILLIE REED	<i>Billie Reed</i>	3631 Violet St. Seal Beach
4	RYAN REED	<i>Ryan Reed</i>	3631 Violet St. Seal Beach
5	MARY B. LEE	<i>Mary B. Lee</i>	3631 Violet St. Seal Beach, CA
6	MICHAEL VEYETTE	<i>Michael Veyette</i>	3550 Violet Street SB CA 90740
7	MICHAEL VEYETTE	<i>Michael Veyette</i>	3550 Violet Street SB CA 90740
8	CARLEEN LITIG	<i>Carleen Littig</i>	3630 Sunflower Cir. SB CA 90740
9	ADAM LITIG	<i>Adam Littig</i>	3630 Sunflower Circle SB, CA 90740
10	ANNETTE BROMEN	<i>Annette Broman</i>	3581 Teaberry Circle Seal Beach 90740
11	ROBERT D. BROMEN	<i>Robert D. Broman</i>	3581 Teaberry Circle Seal Beach 90740
12	NICK RANDAZZO	<i>Nick Randazzo</i>	3591 Teaberry Circle Seal Beach CA 90740
13	KIM RANDAZZO	<i>Kim Randazzo</i>	3591 Teaberry Circle Seal Beach 90740
14	SANDEE BELLWOOD	<i>SANDEE BELLWOOD</i>	3601 Teaberry Circle Seal Beach CA 90740
15	JAMAR SIVER	<i>Jamar Siver</i>	3618 Teaberry Seal Beach, CA 90740
16	KURT BARSOHI	<i>Kurt Barsohi</i>	3618 Teaberry SB 90740

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	TOM IMAMURA		4481 DAWGWOOD AVE SB
2	MARY IMAMURA		4431 DAWGWOOD AVE SB
3	JOSEPH IMAMURA		4431 DAWGWOOD AVE SB
4	WALTER F. WELCH		4465 IRONWOOD AVE SB
5	DAVID A. WELCH		4465 IRONWOOD AVE SB
6	Lily Ellis		4449 DAWGWOOD AVE SB
7	Bob Ellis		4449 DAWGWOOD AVE
8	Owen Ellis		4449 DAWGWOOD AVE
9	HAN Y. RHYM		4441 DAWGWOOD AVE
10	Richard Rhyim		4441 DAWGWOOD AVE
11	ROBERT RHYM		4441 DAWGWOOD AVE
12	Brendon Lloyd		4435 DAWGWOOD AVE
13	Stacey Delpit		4401 DAWGWOOD AVE
14	Tom Delpit		4401 DAWGWOOD AVE
15	Robert Sample		4656 DAWGWOOD AVE
16	Mary Cioffalo		4766 DAWGWOOD AVE

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	E. SMITSON		4916 IRONWOOD AVE
2	E. M. KROGH		4906 IRONWOOD AVE
3	ROBERT GARCIA		4872 IRONWOOD AVE
4	Concepcion Garcia		4872 IRONWOOD AVE
5	Kiki K. Saghian		4824 IRONWOOD AVE
6	TOMMY SAGHIAN		4824 IRONWOOD AVE
7	Sandra Mendez		4816 IRONWOOD AVE
8	MARTIN MOLINA		4780 IRONWOOD AVE 90740
9	Erin Verrero		4674 IRONWOOD AVE 90740
10	Thomas Verrero		4674 IRONWOOD AVE 90740
11	Kenny Lam		4741 IRONWOOD AVE 90740
12	Kathleen Christensen		4749 IRONWOOD AVE 90740
13	DONALD G. CHRISTENSEN		4749 IRONWOOD AVE 90740
14	Erin E. Brank Jr		4789 IRONWOOD AVE
15	William E. Brank Jr		351 ALMOND AVE
16	Sue P. Brank Jr		351 ALMOND AVE

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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- 4) We do not support the toll express lanes of Alternative 3 because of the undue economic hardship on many people, especially fixed income people, such as the senior citizens of Seal Beach, Orange and Los Angeles Counties

	Printed Name	Signature	Seal Beach Street Address
1	ADAM M. LARSEN		4833 IRONWOOD AVE
2	PATTI LARSEN	WIFE	4833 IRONWOOD AVE
3	SANDRA TESSIER		4825 IRONWOOD AVE
4	JEFF BUICE		4801 IRONWOOD AVE
5	BOY DAHUA		4781 IRONWOOD AVE
6	ADAM DAHUA	WIFE	4781 IRONWOOD AVE
7	JOSIE PHILIPS		4773 IRONWOOD
8	JAMES PHILIPS		4773 IRONWOOD
9	LAURA WABASH		4773 IRONWOOD
10	LEE WABASH		4773 IRONWOOD
11	AMANDA VARNO		4773 IRONWOOD
12	LINDA VARNO		4773 IRONWOOD
13	RONA G. NELSON		4757 IRONWOOD
14	MARK NELSON	son	4757 IRONWOOD
15	SUSAN SPENCER	daughter	4757 IRONWOOD
16	ERIC BRANK		4889 IRONWOOD AVE

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	PHIL HAN		4817 IRONWOOD AVE
2	DAVE VO		4817 IRONWOOD AVE
3	PETER VO		4817 IRONWOOD AVE
4	ALLISON HAN	son	4817 IRONWOOD AVE
5	HENRY HAN	son	4817 IRONWOOD AVE
6	JEFFREY HARRIS		4839 IRONWOOD AVE
7	LINDA COLLETT HARRIS		4839 IRONWOOD AVE
8	MARC LANGDALE		4881 IRONWOOD AVE
9	LYSA LANGDALE	WIFE	4881 IRONWOOD AVE
10	JASON COOPER		4805 IRONWOOD AVE
11	DIANE MAY		4849 IRONWOOD AVE
12	ERIC RUCKELSH	son	4849 IRONWOOD AVE
13	JOHN BUSH		4841 IRONWOOD AVE, SS
14	KRISTIN BUSH	son's wife	4841 IRONWOOD AVE, SS
15	DAVE BUSH	son	4841 IRONWOOD AVE, SS
16	COLIN BUSH	son	4841 IRONWOOD AVE

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	RICHARD RAMSEYER	<i>Richard Ramseyer</i>	4233 IRONWOOD AVE
2	CAROL RAMSEYER	<i>WIFE</i>	4535 IRONWOOD AVE
3	Glenn Selvi	<i>Glenn Selvi</i>	4241 IRONWOOD AVE
4	Pamela Selvi	<i>wife</i>	" " "
5	JERRY WHITE	<i>Jerry White</i>	4289 IRONWOOD AVE
6	DEBRA WHITE	<i>WIFE</i>	4289 IRONWOOD AVE
7	<i>Steve Stumpf</i>	<i>Steve Stumpf</i>	4332 IRONWOOD
8	<i>Wife</i>	<i>Mary Ellen Stumpf</i>	4332 IRONWOOD
9	Jeanne Barrett	<i>Jeanne Barrett</i>	4333 IRONWOOD
10	Richard W Booth	<i>Richard W Booth</i>	4333 IRONWOOD AVE
11	AARON KERN	<i>Aaron Kern</i>	4417 IRONWOOD AVE
12	LESLIE KERN	<i>WIFE</i>	4417 IRONWOOD AVE
13	Shira Kern	<i>Shira Kern</i>	4417 IRONWOOD AVE
14	Rachel Kern	<i>sister (family)</i>	4417 IRONWOOD AVE
15	MARY TWINLEY	<i>Mary Twinley</i>	4425 IRONWOOD AVE
16	TED WALLACE	<i>Ted B. Wallace</i>	4425 IRONWOOD AVE

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	Rhoda Rasmussen	<i>Rhoda Rasmussen</i>	4157 IRONWOOD
2	Vincent Nefenoth	<i>Vincent Nefenoth</i>	4165 IRONWOOD AVE
3	STEFAN EISWILL	<i>Stefan Eiswill</i>	4166 IRONWOOD AVE
4	Sharon Hart	<i>Sharon Hart</i>	4189 IRONWOOD
5	Zach Hart	<i>son</i>	4189 IRONWOOD
6	Maria B. Borge	<i>M. B.</i>	4340 GUNWAST
7	Bryce Yamashiro	<i>Bryce Yamashiro</i>	4209 IRONWOOD AVE
8	Suzanne Yamashiro	<i>Suzanne Yamashiro</i>	4209 IRONWOOD AVE
9	Barbara Kwan	<i>Barbara Kwan</i>	4209 IRONWOOD AVE
10	Brenda Kwan	<i>Brenda Kwan</i>	4209 IRONWOOD AVE
11	Randy Kwan	<i>Randy Kwan</i>	4209 IRONWOOD AVE
12	Zhangda Reynhold	<i>Zhangda Reynhold</i>	4217 IRONWOOD AVE
13	ILYA 2	<i>husband</i>	4217 IRONWOOD AVE
14	Gabe 2	<i>son</i>	4217 IRONWOOD AVE
15	Mike	<i>son</i>	4217 IRONWOOD AVE
16	Marc Furon	<i>Marc Furon</i>	4225 IRONWOOD AVE

**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

**PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 260, Irvine CA, 92612

We, the undersigned, do not support Project Alternatives 2 and 3 for the following reasons:

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	Printed Name	Signature	Seal Beach Street Address
1	JAMES L. WILSON	[Signature]	3540 Coronado Cir
2	LORRIE LECHE	[Signature]	3540 Coronado Cir SB
3	HARVEY GOODMAN	[Signature]	3560 Carnation Cir
4	FRANCINE GOODMAN	[Signature]	3560 Carnation Cir
5	Stan Shirofina	[Signature]	4216 Banyan Ave.
6	Beatrice Shirofina	[Signature]	4216 Banyan Ave.
7	Carolyn Ainslie	[Signature]	4208 Banyan Ave
8	Brooke Mamunin	[Signature]	4208 Banyan Ave
9	Deborah Quack	[Signature]	4208 Banyan Ave
10	Shirley Hanger/Kahn Shirley Farnsworth	[Signature]	3610 Camelia Ave
11	Noelle Ainslie	[Signature]	3521 Camelia St
12	Brian Ainslie	[Signature]	3521 Camelia St
13	Maria Alcaraz	[Signature]	3520 Camelia St
14	Lulani Ferguson	[Signature]	3531 Camelia St
15	Nestor Ferguson	[Signature]	3531 Camelia St
16	Jared Ferguson	[Signature]	3531 Camelia St

CG1 Continued

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FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

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	Printed Name	Signature	Seal Beach Street Address
1	Pam Foster	[Signature]	3540 DANIELA CIR Seal Beach CA
2	NICOLE GUERREIRO	[Signature]	3508 DANIELA CIR SEAL BEACH CA
3	Kathy Feng	[Signature]	3531 Fern Cir. SB, CA
4	Frank Teng	[Signature]	3531 Fern Cir, SB, CA
5	Angelina Herrera	[Signature]	3561 Fern Cir, Seal Beach CA
6	Natalie Herrera	[Signature]	3541 Fern Cir, Seal Beach, CA
7	Mary Herrera	[Signature]	3561 Fern Cir Seal Beach CA
8	Joe Herrera	[Signature]	3561 Fern Cir Seal Beach CA
9	Roderick Morales	[Signature]	3591 Goldenrod Circle
10	Susan Morales	[Signature]	3591 Goldenrod Circle
11	Rock Rude	[Signature]	3550 HEATHER CIRCLE
12	Dana Baddeley	[Signature]	4149 Ironwood Ave.
13	Amie Baddeley	[Signature]	4149 Ironwood Ave.
14	Carolyn Baddeley	[Signature]	4149 Ironwood Ave.
15	Ken Clammy	[Signature]	4149 Ironwood Ave.
16	Donna Fyson	[Signature]	4225 Ironwood Ave.

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	Daniel Leontin	<i>[Signature]</i>	4424 Dogwood Ave
2	Martha Leontin	<i>[Signature]</i>	4424 Dogwood Ave
3	MARK WALLEROD	<i>[Signature]</i>	4440 Dogwood Ave
4	Sara Wallerod	<i>[Signature]</i>	4440 Dogwood Ave
5	Janet Wallerod	<i>[Signature]</i>	4440 Dogwood Ave
6	Dennis J. Dill	<i>[Signature]</i>	4456 Dogwood Ave
7	MARIE FLACK	MF	4464 Dogwood Ave
8	THOMAS MILLER	<i>[Signature]</i>	4472 Dogwood Ave
9	HELENE MILLER	<i>[Signature]</i>	4472 Dogwood Ave
10	ARIELLE MILLER	<i>[Signature]</i>	4472 Dogwood Ave
11	Judith Graham	<i>[Signature]</i>	4501 Dogwood Ave
12	Charley Egge	<i>[Signature]</i>	4524 Dogwood
13	Karen Egge	<i>[Signature]</i>	4524 Dogwood
14	Ashley Egge	<i>[Signature]</i>	4524 Dogwood
15	Alissa Egge	<i>[Signature]</i>	4524 Dogwood
16	Natalie Egge	<i>[Signature]</i>	4524 Dogwood

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
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	Printed Name	Signature	Seal Beach Street Address
1	Ka. Umy	<i>[Signature]</i>	4548 Dogwood Ave
2	Staci Torbati	<i>[Signature]</i>	4564 Dogwood Ave
3	Shawn Torbati	<i>[Signature]</i>	4564 Dogwood Ave
4	Tracy Stodvia	<i>[Signature]</i>	4588 Dogwood Ave
5	William Davis	<i>[Signature]</i>	4600 Dogwood Ave
6	Janet Torbati	<i>[Signature]</i>	4600 Dogwood Ave
7	Chris Miller	<i>[Signature]</i>	4601 Dogwood Ave
8	Cary Rosenberg	<i>[Signature]</i>	4773 Dogwood Ave
9	Melinda Rosenberg	<i>[Signature]</i>	4373 Dogwood
10	Dana Rosenberg	<i>[Signature]</i>	4373 Dogwood
11	Aaron McGushion	<i>[Signature]</i>	4565 Dogwood Ave
12	Sherry McGushion	<i>[Signature]</i>	4565 Dogwood Ave
13	W. Pfister	<i>[Signature]</i>	4557 Dogwood Ave
14	J. Pfister	<i>[Signature]</i>	4557 Dogwood Ave
15	K. Veeger	<i>[Signature]</i>	4557 Dogwood Ave
16	C. Veeger	<i>[Signature]</i>	4557 Dogwood Ave

**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

**PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

We, the undersigned, do not support Project Alternatives 2 and 3 for the following reasons:

- 1) They require the Almond Ave. soundwall to be moved further into College Park East, causing across-the-board increased noise and air pollution, and decreased property values.
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- 4) We do not support the toll express lanes of Alternative 3 because of the undue economic hardship on many people, especially fixed income people, such as the senior citizens of Seal Beach, Orange and Los Angeles Counties

	Printed Name	Signature	Seal Beach Street Address
1	Juan Gutierrez	[Signature]	3541 Clover Circle
2	Lisa Gutierrez	[Signature]	3541 Clover Circle
3	FRANCES CARVINE	[Signature]	3531 Almond Circle
4	JOSEPH CANZONI	[Signature]	3531 Almond Circle
5	MARYANN HARSH	[Signature]	3531 Almond Circle
6	Ruth Booh	[Signature]	3530 Clover Circle
7	Gerard Guerin	[Signature]	3531 Jasmine
8	Cynthia Stiggs	[Signature]	3531 Jasmine Circle
9	Mary Guerin	[Signature]	3531 Jasmine Circle
10	E.A. Martin	[Signature]	4581 Almond Ave
11	Linda Carter	[Signature]	4597 Almond Ave
12	Michael Sylvestre	[Signature]	4597 Almond Ave
13	Jean Garcia	[Signature]	4601 Almond Ave
14	Shirley Schaaf	[Signature]	4609 Almond Ave
15	Phill Cross	[Signature]	4617 Almond Ave
16	Debbie Cross	[Signature]	4617 Almond Ave

CG1 Continued

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FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

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	Printed Name	Signature	Seal Beach Street Address
1	Robert Campbell	[Signature]	4708 Dogwood
2	Cheryl Campbell	[Signature]	4708 Dogwood
3	Jessie Campbell	[Signature]	4714 Dogwood
4	ALAN LEES	[Signature]	4732 Dogwood
5	Collin Yamashita	[Signature]	4748 Dogwood Ave.
6	Albert Choi	[Signature]	4756 Dogwood Ave.
7	Mike King	[Signature]	4788 Dogwood Ave
8	Pat Cain	[Signature]	4860 Dogwood Ave
9	JIM MARIUCI	[Signature]	4808 Dogwood Rd
10	CHRIS DERRY	[Signature]	4840 Dogwood Ave.
11	Dawn Derry	[Signature]	4840 Dogwood Ave
12	ROD HANNAM	[Signature]	4848 Dogwood
13	Lisa Baumann	[Signature]	4848 Dogwood
14	William Arita	[Signature]	3540 Columbian ST
15	Bever Stors	[Signature]	4223 Bonyon
16	Barbara Stors	[Signature]	4237 Bonyon

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
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	Printed Name	Signature	Seal Beach Street Address
1	Phil Rocha	[Signature]	3570 Madras Circle Seal Beach, CA 90740
2	Sara Rivas	[Signature]	3570 Madras Circle Seal Beach, CA 90740
3	PAT BRAY	[Signature]	3601 Rose Cir Seal Beach, CA 90740
4	Kathleen Carney	[Signature]	13060 Del Monte Apt 46N Seal Beach, CA 90740
5	Diana Alarcon	[Signature]	3557 Surfview Circle Seal Beach, CA 90740
6	Erin Rank	[Signature]	3550 Rose Circle Seal Beach, CA 90740
7	Wallace Rank	[Signature]	3550 Rose Circle Seal Beach, CA 90740
8	Gagana Tausaga	[Signature]	3550 Rose Circle Seal Beach, CA 90740
9	IRIS NE ABE	[Signature]	3580 Rose Circle Seal Beach, CA 90740
10	John Seckel	[Signature]	3601 Rose Cir Seal Beach, CA 90740
11	Ruby Lee	[Signature]	3611 Rose Cir Seal Beach, CA 90740
12	HOCKIS LEE	[Signature]	3611 Rose Cir Seal Beach, CA 90740
13	LAURIE KOENIGER	[Signature]	3601 Rose Cir Seal Beach, CA 90740
14	Tabitha Koehler	[Signature]	3601 Rose Cir Seal Beach, CA 90740
15	Joselyn Jarament	[Signature]	3601 Rose Cir Seal Beach, CA 90740
16	Tammara Johnston	[Signature]	3601 Rose Cir Seal Beach, CA 90740

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	MIKE RICHARD	[Signature]	4260 Dogwood Ave
2	MARILYN RICHARD	[Signature]	4260 Dogwood Ave
3	ALISON RICHARD	[Signature]	4260 Dogwood Ave
4	Michelle Lee	[Signature]	4264 Dogwood Ave
5	Sean Lee	[Signature]	4264 Dogwood Ave
6	Louis B. Sims	[Signature]	4280 Dogwood Ave
7	Bessie H. Sims	[Signature]	4280 Dogwood Ave
8	Shirley L. Sims	[Signature]	4280 Dogwood Ave
9	Debra Lee	[Signature]	4296 Dogwood Ave
10	Mike Johnson	[Signature]	4296 Dogwood Ave
11	ROBERT M. WALKER	[Signature]	4308 Dogwood Ave
12	YVONNE E. WALKER	[Signature]	4308 Dogwood Ave
13	WILLIAM ORIBAND	[Signature]	4324 Dogwood Ave
14	Bill Orband	[Signature]	4324 Dogwood Ave
15	ANDREA JONES	[Signature]	4332 Dogwood Ave
16	Esperanza Estrada	[Signature]	4332 Dogwood Ave

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	KEDAR PARIKH	[Signature]	4173 Birchwood Ave Seal Beach CA 90740
2	ANJANA PARIKH	[Signature]	4173 Birchwood Ave
3	Richard Nighsun	[Signature]	4161 Birchwood Ave
4	Teresa Nighsun	[Signature]	" "
5	Joe Silen	[Signature]	4217 Birchwood Ave.
6	Joanne Spencer	[Signature]	4241 Birchwood Ave
7	Frank Zerkos	[Signature]	4257 Birchwood Ave
8	Stacey Welch	[Signature]	4265 Birchwood
9	Delia Gonzalez	[Signature]	4281 Birchwood
10	John Davis	[Signature]	4297 Birchwood
11	David Kim	[Signature]	4297 Birchwood
12	Lawrence Gray	[Signature]	4317 Birchwood
13	Kathleen Angudia	[Signature]	4324 Birchwood
14	John Buezis	[Signature]	3620 Bluebell St
15	Gloria Pzyt	[Signature]	4389 Birchwood St
16	Kynda Schuttenberg	[Signature]	4581 Birchwood

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	RUBEN KAGAWA	[Signature]	3621 Bluebell St
2	Mary Davis	[Signature]	3631 Bluebell St.
3	ALAN GIBSON	[Signature]	3641 Bluebell St
4	John Montgomery	[Signature]	3630 Bluebell.
5	James Stanford	[Signature]	3661 Bluebell
6	Shirley L. Stanford	[Signature]	3661 Bluebell St
7	Ann Montgomery	[Signature]	3630 Bluebell St.
8	Keith Jenkins	[Signature]	3650 Bluebell St S.B.
9	BRUCE SWITZKY	[Signature]	3671 Bluebell St. S.B.
10	Diane Switzky	[Signature]	3671 Bluebell St. S.B.
11	Gina Craig	[Signature]	4146 Birchwood St
12	John Craig	[Signature]	4140 Birchwood St
13	John Hernandez	[Signature]	3690 Bluebell
14	Jim V. Hernandez	[Signature]	3690 Bluebell
15	Claudia Harden	[Signature]	4132 Birchwood
16	JAMES HARDEN	[Signature]	4132 Birchwood

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	Tomund Lee		4573 Birchwood Ave
2	Annabella Lee		4573 Birchwood Ave
3	MIDORI FUJIKAWA		4541 Birchwood Ave.
4	ERCO FUJIKAWA		4541 Birchwood Ave.
5	RICHARD FUNKE		4517 Birchwood Ave
6	BARTON SAMMONS		4507 Birchwood Ave
7	Te Sammons		4509 Birchwood Ave.
8	MARK NEUMANN		4501 Birchwood Ave
9	Beth Tivjak		4481 Birchwood Ave
10	Helen Fitzer		4473 Birchwood Ave
11	R E TYLER		4449 Birchwood
12	M. Sue Stanley		4449 Birchwood Ave.
13	JOHN N MIEH		4441 Birchwood.
14	Richard T. Miyake		3520 Bluebell
15	B. Benno		3591 Bluebell
16	Tom Benno		3591 Bluebell St

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	CASEY ABE		4576 Birchwood
2	Phyllis Ochiewo		4616 Birchwood
3	SADIE ODA		4501 CANDLER ST
4	Kathy Kuman		4501 Candlering
5	VINCENT AGUILAR		4433 BIRCHWOOD
6	MARTIN ABE		3610 OLEANDER ST.
7	Tommy Abe		3620 Oleander St
8	Paul Canagaratnam		3621 OLEANDER ST
9	David Trinkle		3641 Oleander St.
10	Cheryl Saunders		3661 Oleander St
11	LARRY MANATT		3651 OLEANDER ST
12	BETTY MANATT		3651 OLEANDER ST
13	Kimberly A. Kiser		3681 Oleander St.
14	Vera Sample		4656 Dogwood Ave.
15	Mike Kistoff		4608 Birchwood Ave
16	Kris Nelson		4597 Birchwood Ave.

**FINAL ENVIRONMENTAL IMPACT REPORT/
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APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

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FOR
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	Printed Name	Signature	Seal Beach Street Address
1	Dina Victorino	<i>Dina Victorino</i>	4432 Birchwood Ave
2	Chad Victorino	<i>Chad Victorino</i>	4432 Birchwood Ave
3	Bert Pipal	<i>Bert Pipal</i>	4464 Birchwood Ave
4	Marsha Pipal	<i>Marsha Pipal</i>	4464 Birchwood Ave
5	Michael Weinberg	<i>Michael Weinberg</i>	4480 Birchwood Ave.
6	Andrew Smith	<i>A. Smith</i>	4488 Birchwood Ave.
7	HELEN D SCHMIDT	<i>Helen D Schmidt</i>	4488 Birchwood Ave.
8	Lauri Blanchard	<i>Lauri Blanchard</i>	4508 Birchwood Ave
9	Ross Blanchard	<i>Ross Blanchard</i>	4508 Birchwood Ave
10	Patrice Fumoe	<i>Patrice Fumoe</i>	4517 Birchwood Ave
11	Vanifer Graham	<i>Vanifer Graham</i>	4532 Birchwood Ave
12	Edward Reid	<i>Edward Reid</i>	4532 Birchwood Ave
13	Julie Kozac	<i>Julie Kozac</i>	4540 Birchwood Ave
14	Andrea Cummings	<i>Andrea Cummings</i>	4548 Birchwood Ave
15	Erika Cummings	<i>Erika Cummings</i>	4548 Birchwood Ave
16	Marta Felli	<i>Marta Felli</i>	4580 Birchwood Ave

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
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2	T. Bruce Putnam	<i>T. Bruce Putnam</i>	3570 Bluebell St.
3	Kathy McGrath	<i>Kathy McGrath</i>	3560 Bluebell St.
4	Scott McGrath	<i>Scott McGrath</i>	3560 Bluebell St.
5	Lisel Cherry	<i>Lisel Cherry</i>	4224 Birchwood Ave
6	Jeff A Cherry	<i>Jeff A Cherry</i>	4224 Birchwood Ave
7	LYLE SCHMIDT	<i>Lyle Schmidt</i>	4254 Birchwood Ave
8	JES J SCHMIDT	<i>Jes J Schmidt</i>	4284 Birchwood Ave
9	Delle Surratt	<i>Delle Surratt</i>	4296 Birchwood Ave
10	DICK ASD	<i>Dick ASD</i>	4308 Birchwood Ave
11	JOHN VONG	<i>John Vong</i>	4288 Birchwood Ave
12	Mary Stebbins	<i>Mary Stebbins</i>	4372 Birchwood Ave
13	DENNIS JACK	<i>Dennis Jack</i>	4388 Birchwood Ave
14	Terry L. Jack	<i>Terry L. Jack</i>	4388 Birchwood Avenue
15	Rob Michaeloff	<i>Rob Michaeloff</i>	4424 Birchwood Ave
16	Greg Pettison	<i>Greg Pettison</i>	4432 Birchwood Ave.

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	Printed Name	Signature	Seal Beach Street Address
1	SARA DeWecce	<i>Sara DeWecce</i>	4281 Candleberry Ave.
2	ROBERT DEWEESE	<i>Robert Deweese</i>	4281 CANDLEBERRY AVE
3	Michelle McLeod	<i>Michelle McLeod</i>	4264 Candleberry Ave
4	ROBERT McLeod	<i>Robert McLeod</i>	4264 Candleberry Ave.
5	CRAIG SCOTT	<i>Craig Scott</i>	4301 Candleberry Ave
6	JAY YEN	<i>Jay Yen</i>	4325 CANDLEBERRY AVE
7	JERRY YEN	<i>Jerry Yen</i>	4325 CANDLEBERRY AVE
8	DANIEL RIMIN	<i>Daniel Rimin</i>	4357 CANDLEBERRY AVE
9	Joanne Feldman	<i>Joanne Feldman</i>	4317 Candleberry
10	Mary E. Jensen	<i>Mary E. Jensen</i>	4408 Candleberry
11	Jason Glatton	<i>Jason Glatton</i>	3650 Dora St
12	Melissa Glatton	<i>Melissa Glatton</i>	3650 DORA ST.
13	Arthur Andersen	<i>Arthur Andersen</i>	4388 Candleberry Ave
14	Verna Hillel	<i>Verna Hillel</i>	4373 Candleberry Ave
15	Mary E. Lanier	<i>Mary E. Lanier</i>	4364 Candleberry Ave.
16	Susan L. McDannel	<i>Susan L. McDannel</i>	4356 Candleberry Ave

CG1 Continued

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- 4) We do not support the toll express lanes of Alternative 3 because of the undue economic hardship on many people, especially fixed income people, such as the senior citizens of Seal Beach, Orange and Los Angeles Counties

	Printed Name	Signature	Seal Beach Street Address
1	Rene Price	<i>Rene Price</i>	3881 Sunflower St.
2	Mary Ellen Strumpf	<i>Mary Ellen Strumpf</i>	4332 Fernwood Ave
3	Elizabeth Krusic	<i>Elizabeth Krusic</i>	4658 Hazelnut Ave
4	Khan Krusic	<i>Khan Krusic</i>	4658 Hazelnut Ave
5	Michelle Reinert	<i>Michelle Reinert</i>	4781 Dogwood Ave
6	Patsy Reinert	<i>Patsy Reinert</i>	4781 Dogwood Ave.
7	Beth Turpak	<i>Beth Turpak</i>	4481 Birchwood Ave
8	Todd Roeder	<i>Todd Roeder</i>	3840 Passy St
9	BRUCE PANTING	<i>Bruce Panting</i>	4188 BAHYAN AVE
10	Debbie Theriault	<i>Debbie Theriault</i>	4252 Elder Ave
11	Mark Ray	<i>Mark Ray</i>	4252 Elder Ave.
12	Lisa Humphrey	<i>Lisa Humphrey</i>	3511 Rose Circle
13	Terry Humphrey	<i>Terry Humphrey</i>	3541 ROSE CIRCLE
14	JAMES KIMMEL	<i>James Kimmel</i>	3540 Rose Circle
15	Kazuko Nauta	<i>Kazuko Nauta</i>	4289 CANDLEBERRY AVE
16	ROQUE NAUTA	<i>Roque Nauta</i>	4289 CANDLEBERRY AVE

**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

**PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

We, the undersigned, do not support Project Alternatives 2 and 3 for the following reasons:

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	Printed Name	Signature	Seal Beach Street Address
1	Carrie Callaway	Carrie Callaway	4233 Fir Avenue
2	Jonathan West	Jonathan West	4933 Fir Ave
3	BRAD ANESTAD	Brad Anestad	4580 DOGWOOD AVE.
4	GLORIA HILL	Gloria Hill	4309 GUAVA AVE.
5	FRANKLIN HILL	Franklin Hill	4309 GUAVA AVE
6	Lina Jordan	Lina Jordan	4300 CANDLEBERRY AVE
7	Jean Jordan	Jean Jordan	4300 Candleberry Ave
8	DENNIS SUSTARSIC	Dennis Sustarsic	4288 CANDLEBERRY AVE
9	Schelly Sustarsic	Schelly Sustarsic	4288 Candleberry Ave
10	ZELDA RICE	Zelda Rice	4565 Birchwood Ave.
11	CHARLES RICE	Charles Rice	4565 BIRCHWOOD AVE.
12	GARY BYNUM	Gary Bynum	3571 ALMOND ST
13	Alexis Bynum	Alexis Bynum	3571 Bluebell St.
14	Candace GORMAN	Candace Gorman	3581 BLUEBELL ST
15	ERIC SHAMROOK	Eric Shamrock	358 BLUEBELL ST.
16	Rugan Nguyen	Rugan Nguyen	4433 Candberry

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	Kari Teweles	Kari Teweles	4978 Fir Ave.
2	Joe Sprielli	Joe Sprielli	3770 GARDEN ST.
3	Andra Cohen	Andra Cohen	4432 Fir Ave.
4	James Cohen	James Cohen	4432 Fir Ave.
5	Ernest Fitzpatrick	Ernest Fitzpatrick	4401 Candleberry
6	Beverly Fitzpatrick	Beverly Fitzpatrick	4401 Candleberry
7	Teresa Werner	Teresa Werner	3800 Wisteria St.
8	Enea Ostreich	Enea Ostreich	3621 Camelia St.
9	Rebecca Donahue	Rebecca Donahue	4149 Ramona
10	Ruth Rudis	Ruth Rudis	4296 Candleberry Ave
11	Ron Reed	Ron Reed	4400 Candleberry Ave
12	John Johnson	John Johnson	4400 Dogwood Ave
13	Millicent Anderson	Millicent Anderson	4388 Candleberry Ave.
14	Wesley Loh	Wesley Loh	3151 Fuchsia St
15	Scott Volmearine	Scott Volmearine	4408 CANDLEBERRY AVE S.B.
16	Doreen Stevens	Doreen Stevens	4880 CANDLEBERRY AVE S.B.

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
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	Printed Name	Signature	Seal Beach Street Address
1	Carol Spitt	Carol Spitt	405 Old Ranch Rd.
2	Randy Kube	Randy Kube	4125 Birchwood Ave.
3	Stella Jannings	Stella Jannings	3680 Aster St.
4	Mitchell Sims	Mitchell Sims	3680 Aster St.
5	Bill Jennings	Bill Jennings	3680 Aster St.
6	Amber C. Sims	Amber C. Sims	3680 Aster St.
7	Mary Michaelson	Mary Michaelson	3710 Aster St.
8	Jeff Fox	Jeff Fox	3700 Aster St.
9	Jennifer Didlo	Jennifer Didlo	580 Old Ranch Rd.
10	EVERAL ARVID	EVERAL ARVID	445 Old Ranch Rd.
11	LeFrancis Arvid	LeFrancis Arvid	415 Old Ranch Rd.
12	Leslie S. Scharber	Leslie S. Scharber	285 Old Ranch Rd.
13	MICHAEL SPITT	MICHAEL SPITT	405 OLD RANCH RD.
14	Astrid Ackley	Astrid Ackley	4772 Guava Ave.
15	Dennis K Lodge	Dennis K Lodge	110 Old Ranch Rd.
16	Gizy Landis	Gizy Landis	460 Old Ranch Rd.

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
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TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	LILALEE ANDERSEN	Lilalee Andersen	4307 Ironwood Ave. Seal Beach
2	PHILLIP K. FIFE	Phillip K. Fife	4301 Ironwood 90740
3	KATHLEEN M. FIFE	Kathleen M. Fife	4301 Ironwood Ave. SB
4	Debra White	Debra White	4289 Ironwood Ave
5	LOLA FAMA	Lola Fama	4257 Ironwood Ave.
6	Vickie Yellam	Vickie Yellam	4253 Ironwood
7	DAVID MEYER	David Meyer	4299 Ironwood
8	Alan Ginsburg	Alan Ginsburg	4396 Ironwood Ave.
9	Vivian Ginsburg	Vivian Ginsburg	4396 Ironwood Ave.
10	Jill Howard	Jill Howard	4348 Ironwood Ave.
11	LAWRENCE BILLIK	Lawrence Billik	4340 Ironwood Ave
12	ANTONETTE JOHNSON	Antonette Johnson	4340 Ironwood Ave
13	EDMUND MACIAS	Edmund Macias	4312 Ironwood Ave
14	GRETA F. MACIAS	Greta F. Macias	4312 Ironwood Ave
15	Ronni Kaper	Ronni Kaper	4280 Ironwood Ave.
16	Kim Martin	Kim Martin	4232 Ironwood Ave

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APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	Ed Morgan	<i>Ed Morgan</i>	4432 Ironwood Ave
2	Sylvia Morgan	<i>Sylvia Morgan</i>	4432 Ironwood Ave
3	Leslie Kern	<i>Leslie Kern</i>	4417 Ironwood Ave
4	<i>Anna</i>	<i>Eugene MAA</i>	4397 Ironwood Ave
5	ROSA MAA	<i>Rosa</i>	"
6	Nancy Lang	<i>Nancy</i>	4381 Ironwood Ave
7	Sue Mac	<i>Sue</i>	4365 Ironwood Ave
8	PETER OLSEWSKI	<i>Peter</i>	4281 IRONWOOD AVE
9	Courtney Hughes	<i>Courtney</i>	4281 Ironwood Ave.
10	David Vance	<i>David Vance</i>	4401 Ironwood Ave
11	Tim Lee	<i>Tim Lee</i>	4389 Ironwood Avenue
12	Albert F. Lee	<i>Albert F. Lee</i>	4389 Ironwood Avenue
13	Mark Chew	<i>Mark Chew</i>	4357 Ironwood Ave
14	Laurie Perry	<i>Laurie Perry</i>	4341 Ironwood Ave
15	DAND Perry	<i>DAND Perry</i>	4341 Ironwood Ave
16	KATHY HERBERT	<i>Kathy Kyr Huber</i>	4313 Ironwood

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	Kim Martin	<i>Kim Martin</i>	4232 Ironwood Ave
2	RUTH Lopez	<i>Ruth Lopez</i>	4188 Ironwood Ave
3	Tony Jenkins	<i>Tony Jenkins</i>	4180 Ironwood Ave
4	Anthony Yano	<i>Anthony Yano</i>	4173 Ironwood Ave
5	Shana Hart	Shana Hart	4181 Ironwood Ave
6	Shana Hart	<i>Shana Hart</i>	4181 Ironwood Ave
7	Alex Williams	<i>Alex Williams</i>	4414 Ironwood St. Ave
8	Gordon Williams	<i>Gordon Williams</i>	4414 Ironwood Ave
9	Mueli Huang	<i>Mueli Huang</i>	4400 Ironwood Ave
10	Gloria Hany	<i>Gloria Hany</i>	4400 Ironwood Ave
11	Georgette Leiby	<i>Georgette Leiby</i>	4448 Ironwood Ave
12	William Leiby	<i>William Leiby</i>	4448 Ironwood Ave
13	Dana Fitzgibbons	<i>Dana Fitzgibbons</i>	4464 Ironwood Ave
14	Billy Fitzgibbons	<i>Billy Fitzgibbons</i>	4464 Ironwood Ave
15	Kathy Fitzgibbons	<i>Kathy Fitzgibbons</i>	4464 Ironwood Ave
16	Jodi Morgan	<i>Jodi Morgan</i>	4432 Ironwood Ave Seal Beach

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
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	Printed Name	Signature	Seal Beach Street Address
1	Susan Manzo	<i>Susan Manzo</i>	3631 Marigold St
2	PIERRETTE MANFREDI	<i>Pierrette Manfredi</i>	4580 CANDLEBERRY AVE.
3	John Manfredi	<i>John Manfredi</i>	4580 Candleberry Ave
4	Cynthia Vigil	<i>Cynthia Vigil</i>	4564 CANDLEBERRY AVE.
5	Tom Churach	<i>Tom Churach</i>	4149 BANYAN AVE.
6	Heidi B. Hippert	<i>Heidi B. Hippert</i>	4588 CANDLEBERRY AVE
7	Maureen Smitsen	<i>Maureen Smitsen</i>	4924 Ironwood Ave
8	Lance Smitsen	<i>Lance Smitsen</i>	4924 Ironwood Ave
9	Pauline Smitsen	<i>Pauline Smitsen</i>	4916 Ironwood Ave
10	Louise Grifone	<i>Louise Grifone</i>	4408 Elder Ave
11	James W. Galbreath	<i>James W. Galbreath</i>	4408 Elder Ave, Seal Beach, CA
12	Michelle Galbreath	<i>Michelle Galbreath</i>	4417 Elder Ave SB, CA
13	Daniel Galbreath	<i>Daniel Galbreath</i>	4417 Elder Ave SB
14	JERRY Galbreath	<i>Jerry Galbreath</i>	4424 Elder Ave S.B.
15	Denise Hanute	<i>Denise Hanute</i>	4456 Elder Ave SB
16	Ellen Loris	<i>Ellen Loris</i>	4480 Elder Ave SB

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	Sarah Lazar	<i>Sarah Lazar</i>	4265 Fir Ave.
2	MARILYN TYNER	<i>Marilyn Tyner</i>	4241 Fir Ave -
3	Barbara Monard	<i>Barbara Monard</i>	4204 Fir Ave
4	Edery D. Seibels	<i>Edery D. Seibels</i>	4309 Fir Ave
5	EDDY LOVE	<i>Edy Love</i>	4364 Fir Ave.
6	ANDREA LOVE	<i>Andrea Love</i>	4364 Fir Ave S.B.
7	MARILYN T. BUCK	<i>Marilyn T. Buck</i>	4400 Fir Ave SB.
8	Robert Schmitt	<i>Robert Schmitt</i>	4299 Fir Ave SB.
9	Paula Schmitt	<i>Paula Schmitt</i>	4297 Fir Ave SB
10	Zhou Den	<i>Zhou Den</i>	4324 Fir Ave
11	Mingjie Zhai	<i>Mingjie Zhai</i>	4324 Fir Ave
12	Charles Cassidy	<i>Charles Cassidy</i>	4264 Fir Ave
13	BARBARA Cassidy	<i>Barbara Cassidy</i>	4264 Fir Ave
14	JAMES L. Shoemaker	<i>James L. Shoemaker</i>	4296 Guava Ave S.B.
15	Carol Shoemaker	<i>Carol Shoemaker</i>	4296 Guava Ave, SB
16	Kelly Callaway	<i>Kelly Callaway</i>	4297 Guava Ave S.B.

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	Printed Name	Signature	Seal Beach Street Address
1	Paula Tewdes	<i>Paula Tewdes</i>	4272 Fir Ave
2	RAYMOND MENARD	<i>Raymond Menard</i>	4264 FIR AVE
3	Anna Falsken	<i>Anna Falsken</i>	4273 Fir Ave.
4	Delbert Falsken	<i>Delbert Falsken</i>	4273 Fir Ave
5	Marilyn L. Hagan	<i>Marilyn L. Hagan</i>	4288 Fir Ave.
6	Charlie Kilgus	<i>Charlie Kilgus</i>	4300 Fir Ave
7	LaVonae Lagan	<i>LaVonae Lagan</i>	4300 Fir Ave
8	Ryan Serlin	<i>Ryan Serlin</i>	4241 candleberry
9	Mar Serlin	<i>Mar Serlin</i>	4241 Candleberry
10	April Serlin	<i>April Serlin</i>	4241 Candleberry
11	Tami Dienstag	<i>Tami Dienstag</i>	4209 Candleberry Ave
12	Robert J. Dienstag	<i>Robert J. Dienstag</i>	4209 Candleberry
13	Ted Tewdes	<i>Ted Tewdes</i>	4272 Fir Ave.
14	Jared Dienstag	<i>Jared Dienstag</i>	4209 Candleberry Ave
15	Jennifer Lazar	<i>Jennifer Lazar</i>	4205 Fir Ave.
16	Robert Lazar	<i>Robert Lazar</i>	4265 FIR AVE.

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	Andrea Mollier	<i>Andrea Mollier</i>	3780 Goldenrod St
2	Luciann Maulhardt	<i>Luciann Maulhardt</i>	3820 Gottenrod St
3	Bandra Constable	<i>Bandra Constable</i>	3801 Fuchsia circle
4	RALPH GROSSO	<i>Ralph Grosso</i>	3811 Goldenrod St
5	Joanne Gibson	<i>Joanne Gibson</i>	3850 Gottenrod St
6	Bruce Gibson	<i>Bruce Gibson</i>	3850 Gottenrod St
7	TAMEARA SCOTT	<i>Tameara Scott</i>	3800 Fuchsia Cir.
8	Jeannine Baker	<i>Jeannine Baker</i>	3831 Fuchsia Cir.
9	Tom Constable	<i>Tom Constable</i>	3801 Fuchsia Cir
10	Bessie Nicolson	<i>Bessie Nicolson</i>	3801 Goldenrod St.
11	Yvonne Trachten	<i>Yvonne Trachten</i>	3810 Daisy Circle
12	Joe Perkins	<i>Joe Perkins</i>	3840 Daisy Cir
13	JEANNE PERKINS	<i>Jeanne Perkins</i>	3840 Daisy Cir
14	Ronald Coch	<i>Ronald Coch</i>	3861 Daisy Cir
15	Franklin Coch	<i>Franklin Coch</i>	3861 Daisy Circle
16	Ballad Sweeney	<i>Ballad Sweeney</i>	3891 Daisy Circle

CG1 Continued

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I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

We, the undersigned, do not support Project Alternatives 2 and 3 for the following reasons:

- 1) They require the Almond Ave. soundwall to be moved further into College Park East, causing across-the-board increased noise and air pollution, and decreased property values.
- 2) These two alternatives would require relocation of utilities: overhead electrical lines could be relocated to the north side of Almond Ave. (all utilities are under-grounded in CPE); a 14" and separate 16" diameter gas/petroleum pipeline may be relocated from south of the I-405 Freeway to a new alignment through College Park East.
- 3) Lack of a coordinated project with Los Angeles County for additional through traffic lanes north on the I-405 Freeway at the county line without which would create additional congestion with a significant increase in noise and air pollution in College Park East, Seal Beach, and Rossmore due to prevailing on-shore winds.
- 4) We do not support the toll express lanes of Alternative 3 because of the undue economic hardship on many people, especially fixed income people, such as the senior citizens of Seal Beach, Orange and Los Angeles Counties

Printed Name	Signature	Seal Beach Street Address
1 Michelle R. Horega	<i>Michelle Horega</i>	3851 Goldenrod St SB
2 JOSEPH N. MORRIS	<i>Joe Morris</i>	3851 Goldenrod St SB
3 Beany L. Melick	<i>Beany L. Melick</i>	3831 Goldenrod St SB
4 Tamara McEllicker	<i>Tamara McEllicker</i>	3831 Goldenrod St SB
5 Richard D. SA	<i>Richard D. SA</i>	3860 Goldenrod St SB
6 Kristen D'Sa	<i>Kristen D'Sa</i>	3860 Goldenrod St SB
7 Tom Mavhauer	<i>Tom Mavhauer</i>	3720 Goldenrod St SB
8 LARRY HALFAILL	<i>Larry Halfaill</i>	3801 Goldenrod St SB
9 Michael Moulca	<i>Michael Moulca</i>	3780 Goldenrod St
10 KIRK Bromberg	<i>Kirk Bromberg</i>	3890 Goldenrod Street
11 Catherine Furman	<i>Catherine Furman</i>	3830 Goldenrod St Seal Beach
12 Frederick Furman	<i>Frederick Furman</i>	3830 Goldenrod St SB
13 KATHERINE FLORENCE	<i>Katherine Florence</i>	3861 Goldenrod St SB
14 BARBARA DSA	<i>Barbara DSA</i>	3866 Goldenrod St SB
15 JAMES LAURENCE	<i>James Laurence</i>	3840 Goldenrod St SB
16 Peter Hirschbunner	<i>Peter Hirschbunner</i>	3221 Goldenrod

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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Printed Name	Signature	Seal Beach Street Address
1 Anoop Kourie	<i>Anoop Kourie</i>	4864 Birchwood Ave SB 90740
2 Tina Lee	<i>Tina Lee</i>	4289 Ironwood Ave Seal Beach 90740
3 Kathryn E. Orr	<i>Kathryn E. Orr</i>	4709 Canterbury Ave, Seal Beach, CA 90740
4 Salwa Mishrehi	<i>Salwa Mishrehi</i>	4516 Dogwood Ave Seal Beach, CA 90740
5 Bryan Gutsche	<i>Bryan Gutsche</i>	4516 Dogwood Ave Seal Beach CA 90740
6 Nadia Khalil	<i>Nadia Khalil</i>	4516 Dogwood Ave Seal Beach CA 90740
7 Gabriel Khalil	<i>Gabriel Khalil</i>	4516 Dogwood Ave Seal Beach CA 90740
8 Karen Kassamara	<i>Karen Kassamara</i>	4815 Fir Ave Seal Beach 90740
9 Robert Aguilar Jr.	<i>Robert Aguilar Jr.</i>	4581 Ironwood Ave SB, CA 90740
10 Barbara M. Parks	<i>Barbara M. Parks</i>	4240 Birchwood Ave, S.B.
11 Richard Crowe	<i>Richard Crowe</i>	4509 Ironwood Ave, S.B. 90740
12 Nathan TAFESHIM	<i>Nathan TAFESHIM</i>	4648 Ironwood Ave SB 90740
13 Richard Schick	<i>Richard Schick</i>	4816 Fir Ave Seal Beach 90740
14 GRANT LYND	<i>Grant Lynd</i>	1715 Round Hill
15 Carmen Takeshite	<i>Carmen Takeshite</i>	4648 Ironwood Av
16 Skippy Russell	<i>Skippy Russell</i>	4809 Dogwood

**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

**PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

TO: Smrita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	Nirmal Pang		4422 Candleberry Ave Seal Beach
2	Pat Schick		4516 Fir Ave Seal Beach, CA 90740
3	Scott Kennedy		3821 Rock St Seal Beach CA 90740
4	Jeff Hoffman		4764 Dogwood Ave
5	Ida Hoffman		4764 Dogwood Ave
6	Karen + Fred DeH		4672 Hazelhurst Ave.
7	Holly Harris		4632 Hazelhurst Ave.
8	Ramella Johnson		3911 Sunflower St Seal Beach CA
9	Toby Johnson		4408 Hazelnut Seal Beach
10	Marilyn Fineman		4409 Hazelnut Seal Beach
11	Jacqueline Johnson		4408 Hazelnut Seal Beach
12	Fred Fineman		4409 Hazelnut Seal Beach
13	MILTON JELINEK		3911 Sunflower St Seal Beach
14	Helen Arens		4532 Fir Ave, Seal Beach 90740
16	DON SCHWARTZ		3911 Rock Ave Seal Beach

CG1 Continued

**PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

TO: Smrita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	TERRY GAZKOW		4816 Elder Ave Seal Beach 90740
2	Donna Egar		4701 Candleberry Seal Beach 90740
3	Rachel Farrell		3624 Fuchsia St.
4	Peter Fang		4432 Candleberry St Seal Beach 90740
5	Rebecca Sutherland		4816 Dogwood Ave
6	KATHY DRECKE		4856 Birchwood
7	Steve Rogers		3870 Mistral Dr
8	John Lewis		3921 Rose St.
9	Douglas Kraus		4284 Elder Ave.
10	J Kraus		" " "
11	Scott Melendres		4716 Candleberry Ave
12	Steven J. Orr		4709 Candleberry Ave.
13	Lidia Huffington		4664 Ironwood Ave.
14	Hector Huffington		4664 Ironwood Ave.
15	Tommy Erickson		3781 Heather St
16	M. M. M. M.		4532 Grove

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
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I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	Lauren Cross	<i>Lauren Cross</i>	4617 Almond Ave
2	Presmon Cross	<i>Presmon Cross</i>	4617 Almond Ave
3	Garrett Cross	<i>Garrett Cross</i>	4617 Almond Ave
4	Ricky Poie	<i>Ricky Poie</i>	4617 Almond Ave
5	Jane Dean	<i>Jane Dean</i>	4617 Almond Ave
6	Todie Wales	<i>Todie Wales</i>	4525 Birchwood Ave
7	Denes Nagy (Hobart)	<i>Denes Nagy</i>	4525 Birchwood Ave
8	LYNNE SIMMONS	<i>Lynne Simmons</i>	3531 CARAVAN CIR
9	JASON SIMMONS	<i>Jason Simmons</i>	3531 CARAVAN CIR
10	Gina Koford	<i>Gina Koford</i>	3914 Howard Ave
11	Karen A Kimball	<i>Karen Kimball</i>	169 Yale Lane
12	CRAIG Kimball	<i>Craig Kimball</i>	169 Yale Lane
13	Vivian Blackman	<i>Vivian Blackman</i>	4156 Candleberry Ave
14	Gary Blackman	<i>Gary Blackman</i>	4280 Candleberry
15	Gene Blackman	<i>Gene Blackman</i>	4604 Guava Ave
16	Tom Poe	<i>Tom Poe</i>	10772 CHESTNUT, LA

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	Michael Yes	<i>Michael Yes</i>	4296 Fir Ave
2	Aaron Ryckes	<i>Aaron Ryckes</i>	4272 Fir Ave
3	DONNA HAKALA	<i>Donna Hakala</i>	4340 HAZELNUT AVE S.B.
4	Gene Polychachonky	<i>Gene Polychachonky</i>	4348 GUAVA AVE S.B.
5	Carole Chudman	<i>Carole Chudman</i>	4349 Guava, Seal Beach 90740
6	Randi Sutherland	<i>Randi Sutherland</i>	4352 GUAVA AVE
7	Tyler Kreil	<i>Tyler Kreil</i>	4233 Fir Ave
8	CHRIS BISOCCA	<i>Chris Bisocca</i>	4236 FIR AVE
9	Karen Albers	<i>Karen Albers</i>	4308 Fir Ave SB 90740
10	Steven Gnee	<i>Steven Gnee</i>	4356 Fir Ave 90740
11	Lori Galle	<i>Lori Galle</i>	4356 Fir Ave 90740
12	Teo Kienitz	<i>Teo Kienitz</i>	3811 DAISY CIR 90740
13	Christopher Basiazo	<i>Chris Basiazo</i>	4310 Birchwood Ave.
14	Julie Basiazo	<i>Julie Basiazo</i>	4310 Birchwood Ave.
15	Sandra Kaminsky	<i>Sandra Kaminsky</i>	12185 Montecito Rd Los Alamitos
16	Sybil Tambrorff	<i>Sybil Tambrorff</i>	18171 INVERCREST LN HD
17	Victoria Soulo	<i>Victoria Soulo</i>	1601 Island View, SB

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	WANDA MOORE LITTLE	<i>Wanda Moore Little</i>	13060 DEL MONTE DRIVE SEAL BEACH, CA 90740
2	SHIRLEY TRUMAN	<i>Shirley Truman</i>	13060 DEL MONTE DR. 462 SEAL BEACH, CA 90740
3	Shirley Truman	<i>Shirley Truman</i>	13060 Del Monte Dr. #462 Seal Beach, CA 90740
4	MARIE M. BRISON	<i>Marie M. Brison</i>	13060 Del Monte Dr. #462 Seal Beach, CA 90740
5	Theresa BISSON	<i>Theresa Bissou</i>	13060 DEL MONTE DR 462 SEAL BEACH CA 90740
6	Rand. Allen	<i>Rand Allen</i>	13060 Del Monte Dr 462 - Seal Beach, CA 12811 Thimble Shoal Dr Seal Beach, CA 90740
7	HUMBERTO RODRIGUEZ	<i>Humberto Rodriguez</i>	13060 Del Monte Dr. #462 Seal Beach, CA 90740
8	MARIA-BOGART	<i>Maria Bogart</i>	13040 Del Monte Tr #45 Seal Beach, CA 90740
9	DOROTHY E. PICARD	<i>Dorothy E. Picard</i>	Seal Beach, CA 90740
10	Kenneth J. Martin	<i>Kenneth J. Martin</i>	330 Regatta Way Seal Beach, CA 90740
11	Lucille C. Martin	<i>Lucille C. Martin</i>	13040 Del Monte Dr 45A Seal Beach CA 90740
12	SEAN COSE	<i>Sean Cose</i>	12044 DEL MONTE DR SEAL BEACH CA 90740
13	A. Paul Cose	<i>A. Paul Cose</i>	12044 Del Monte #44 Seal Beach, CA
14	Michael Paylor	<i>Michael Paylor</i>	13052 Del Monte Dr. 43B Seal Beach, CA 90740
15	BERNARD R. HUOT	<i>Bernard R. Huot</i>	13052 Del Monte Dr. 43B Seal Beach, CA 90740
16	BETTE SARCENT	<i>Bette Sarcent</i>	13045 DEL MONTE DR. 42-C SEAL BEACH, CA 90740

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT FOR I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	Susan Va	<i>Susan Va</i>	4532 Elder Ave.
2	DAVID VA	<i>David Va</i>	4532 Elder Ave.
3	Sally Mary	<i>Sally Mary</i>	4540 Elder Ave.
4	Betty Mary	<i>Betty Mary</i>	4540 Elder Ave.
5	SANDRA BRUNY	<i>Sandra Bruny</i>	4609 Elder Ave.
6	KERTIL KOVACH	<i>Kertil Kovach</i>	4589 Elder Ave.
7	John Kastner	<i>John Kastner</i>	4541 Elder Ave.
8	Donna Kastner	<i>Donna Kastner</i>	4541 Elder Ave.
9	Robert Bedell	<i>Robert Bedell</i>	4501 ELDER AVE.
10	Ryan Campbell	<i>Ryan Campbell</i>	4489 ELDER AVE
11	Clare Campbell	<i>Clare Campbell</i>	4489 Elder Ave
12	JACKIE ESPINOZA	<i>Jackie Espinoza</i>	4481 Elder Ave
13	DAVE FRANK	<i>Dave Frank</i>	4445 Elder Ave
14	DEBORAH SNYDER	<i>Deborah Snyder</i>	4425 ELDER AVE
15	Gary Miller	<i>Gary Miller</i>	4632 GUAVA AVE
16	SHARON MILLER	<i>Sharon Miller</i>	4632 GUAVA AVE

CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
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	Printed Name	Signature	Seal Beach Street Address
1	THOMAS POWER	Thomas Power	3600 SUNFLOWER CIR
2	JACLYN POWER	Jaclyn Power	3600 SUNFLOWER CIRCLE
3	CYNTHIA L. POWER	Cynthia Power	3600 Sunflower Circle
4	Mary Power	Mary Power	13300 Fairfield Ave #195E
5	William R Power Jr	William R Power	13300 Fairfield Ave #195E
6	Chris Power		3600 Sunflower Cir
7	Steve Fresenius		3601 Sunflower Cir
8	Courtney Fresenius		3601 Sunflower Circle Seal Beach
9	Theresa Fresenius		3601 Sunflower Circle Seal Beach
10	LARRY MICHAELS	L. Michaels	3631 SEAL BEACH
11	ESTHER M. MICHAELS	Esther Michaels	3631 SEAL BEACH
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CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	Carol L. Cognito	Carol L. Cognito	4472 Birchwood Ave
2	Dominic C. Zampino	Dominic C. Zampino	4357 Birchwood Ave. S.B.
3	James J. Zampino	James J. Zampino	4357 Birchwood Ave. S.B.
4	Timothy J. Dean	Timothy J. Dean	4364 Birchwood Ave, SB
5	Debbie Tenpenny	Debbie Tenpenny	3520 Daisy Ave, SB
6	Judy Daulio	Judy Daulio	3530 Fern Cir. S.B.
7	Deanne Graedel	Deanne Graedel	3541 Fern Cir. S.B.
8	Ernest R. Graedel	Ernest R. Graedel	3541 Fern Cir. S.B.
9	Joe Partise	Joe Partise	3540 Fern Cir
10	Helen Partise	Helen Partise	3540 Fern Cir.
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**FINAL ENVIRONMENTAL IMPACT REPORT/
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APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

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	Printed Name	Signature	Seal Beach Street Address
1	Julie King	<i>Julie King</i>	4533 Elder Ave
2	William King	<i>William King</i>	4533 Elder Ave
3	Frank Teng	<i>Frank Teng</i>	3531 Fern Circle
4	Nate Cosmelas	<i>Nate Cosmelas</i>	3520 Fern Circle
5	Joe SIERKED	<i>Joe Sierked</i>	3551 Fern Circle
6	JOE HERRERA	<i>Joe Herrera</i>	3561 Fern Circle
7	Nancy A. Sierked	<i>Nancy A. Sierked</i>	3551 Fern Cir.
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CG1 Continued

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- 3) Lack of a coordinated project with Los Angeles County for additional through traffic lanes north on the I-405 Freeway at the county line without which would create additional congestion with a significant increase in noise and air pollution in College Park East, Seal Beach, and Rossmore due to prevailing on-shore winds.
- 4) We do not support the toll express lanes of Alternative 3 because of the undue economic hardship on many people, especially fixed income people, such as the senior citizens of Seal Beach, Orange and Los Angeles Counties

	Printed Name	Signature	Seal Beach Street Address
1	Stuart Hively	<i>Stuart Hively</i>	4456 Ironwood Ave.
2	Karen Hively	<i>Karen Hively</i>	4456 Ironwood Ave
3	Kelly Martiny	<i>Kelly Martiny</i>	4449 Ironwood Ave
4	Melanie Martiny	<i>Melanie Martiny</i>	4449 Ironwood Ave.
5	Eider Martinez	<i>Eider Martinez</i>	4449 Ironwood Ave.
6	Caron Morgan	<i>Caron Morgan</i>	4432 Ironwood Ave
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CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

We, the undersigned, do not support Project Alternatives 2 and 3 for the following reasons:

- 1) They require the Almond Ave. soundwall to be moved further into College Park East, causing across-the-board increased noise and air pollution, and decreased property values.
- 2) These two alternatives would require relocation of utilities: overhead electrical lines could be relocated to the north side of Almond Ave. (all utilities are under-grounded in CPE); a 14" and separate 16" diameter gas/petroleum pipeline may be relocated from south of the I-405 Freeway to a new alignment through College Park East.
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	Printed Name	Signature	Seal Beach Street Address
1	SUSAN KIEWITZ	<i>[Signature]</i>	3801 Daisy Circle SE
2	GRANDIE SCOTT	<i>[Signature]</i>	30222 Foothill Circle SE
3	PAUL McDANIEL	<i>[Signature]</i>	4356 CANDLELIGHT AVE.
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CG1 Continued

PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001

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	Printed Name	Signature	Seal Beach Street Address
1	Susan Rice	<i>[Signature]</i>	4597 Guava Ave
2	Robert Rice	<i>[Signature]</i>	4597 Guava Ave
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**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

CG1 Continued

**PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	CAROL A. HART	<i>Carol A. Hart</i>	4316 Birchwood Av.
2	Nancy N. Hart	<i>Nancy N. Hart</i>	4316 Birchwood Av.
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CG1 Continued

**PETITION REGARDING DRAFT ENVIRONMENTAL IMPACT REPORT
FOR
I-405 IMPROVEMENT PROJECT SCH NO. 2009091001**

TO: Smita Deshpande, Caltrans District 12, 2201 Dupont Drive, Suite 200, Irvine CA, 92612

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	Printed Name	Signature	Seal Beach Street Address
1	RONALD G ANDERSON	<i>Ronald G. Anderson</i>	3531 CARNATION CIRCLE
2	LINDA J ANDERSON	<i>Linda J. Anderson</i>	3531 CARNATION CIRCLE
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CG2

CG2 Continued



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Huntington Beach Wetlands
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Dick Zemba

Post Office Box 9256
Newport Beach, CA 92653
949-399-3609

www.fhbp.org

July 16, 2012

Ms. Smita Deshpande
Branch Chief, Caltrans District 12
2201 Dupont Drive, #200
Irvine, CA 92612

RE: 405 DEIR-EIS Comments

Dear Ms. Deshpande:

Friends of Harbors, Beaches, and Parks (FHBP) is a regional non-profit working to protect the natural lands, waterways, and beaches of Orange County. More recently we've been involved with the implementation of SB 375 and the Orange County Transportation Authority's (OCTA) implementation of its Environmental Mitigation Program.

We certainly appreciated meeting with project planners at OCTA to discuss the 405 freeway and its many possibilities. We would like to take this opportunity to provide the following comments to the Draft Environmental Impact Report (EIR) – Environmental Impact Statement (EIS) for the proposed 405 project.

Renewed Measure M – Freeway Projects

The 2006 Renewed Measure M (M2) sales tax for transportation improvements approved by the voters included 13 defined freeway improvement projects. This list only addresses Alternative 1 and the "No Build" Alternative proposed in the 405 Draft EIR-EIS. We believe, Alternatives 2 and 3 go beyond the scope of the Project K approved by voters in November 2006. Consequently, Alternatives 2 and 3 should be removed from further consideration until the voters specifically approve such uses with the transportation sales tax funds.

In particular, OCTA has asserted publicly that Alternative 3 would not utilize Measure M dollars beyond the already programmed additional General Purpose lanes added. However, Alternative 3 purports to convert existing free carpool lanes into High-Occupancy Toll (HOT) lanes. Thus lanes that encourage two-person carpooling and used by thousands of commuters daily would be lost. This would significantly impact continuing utilization of past funds, essentially replacing two-person carpools with motorists who can pay the toll, thus eliminating an existing incentive to reduce commuter Vehicle Miles Traveled (VMT) by doubling-up.

In addition, we urge Caltrans and OCTA to revise the Draft EIR-EIS to add a new alternative, Alternative 4. This alternative would implement a pilot program of an express busway system, or Bus Rapid-Transit (BRT) along the 405 Corridor to be presented as an M2 amendment to the voters at an upcoming election for their approval. This alternative would, we believe, demonstrate multiple benefits including reducing VMT, responding to public needs for efficient public transportation connecting desired trip nodes, meeting the mandates of SB 375 and AB 32, and avoiding another "tollway bureaucracy" in Orange County.

Reducing Vehicle Miles Traveled and Greenhouse Gas Emissions

As you know, the state has adopted two important laws related to greenhouse gas emissions – AB 32 (The Global Warming Solutions Act of 2006) and SB 375 (The Sustainable Communities Planning Act of 2008). AB 32 requires that we reduce our greenhouse gas emissions to 1990 levels by year 2020. SB 375 requires each region to create a Sustainable Communities Strategy (SCS) that reduces VMT and meets the target of an 8% reduction in those VMT for 2020 and a 15% reduction by 2035.

While the Draft EIR-EIS asserts that implementation of Alternatives 2 and 3 may be in compliance with AB 32 and SB 375, we believe, however, that at this point in the urbanization of the 405 Corridor, the proposed additional lanes, whether free or toll, will not and cannot achieve the necessary reductions in greenhouse gas emissions and VMT.

Instead, we suggest that a much more beneficial approach would be the implementation of an express busway system. This system should connect primary business and transportation nodes through the Orange County 405 Corridor and interconnect with Los Angeles County nodes to get people where they need to go, without their vehicles. A starting node at John Wayne Airport could link to nodes in Westminster, Long Beach airport, Torrance, Los Angeles airport, and Downtown LA. Imagine the opportunities that these express buses running every 20 minutes would create during peak hours on the 405. Imagine how many cars you'd get off the road by this one shift in thinking.

We don't have to imagine it though. The proven success of the Orange Line Express Busway system in Los Angeles is described on the front page of the Los Angeles Times on June 28, 2012, as an "unlikely hero" that tripled projected ridership in less than a year and "was significantly cheaper to build" than its light-rail counterparts (and also in our view, cheaper than the proposed Alternative 3 tollway).

High-Occupancy Toll Lanes: Inflated Benefits, Minimized Risks

For Alternative 3, it appears that the Draft EIR-EIS optimistically evaluates project benefits (ridership and toll revenue) while minimizing impacts on the climate (single-occupied fossil-fueled cars driving instead of providing viable mass transit alternatives for the 405 corridor) and equity (low-income drivers pay tax but cannot afford tolls). Understand that providing excess freeway capacity (the goal of all three proposed alternatives) will only inspire more cars to fill the roads, with a long-term impact of escalating congestion. Under the HOT lanes scenario, mixed-flow travelers would experience lost travel time in the long-run at the expense of the few willing to pay. Widening freeways, no matter the pricing scheme, will never solve long-term gridlock.

As stated earlier, conversion of free 2+ person carpool lanes to HOT lanes will reduce the incentive to use transit or carpool, effectively transferring travel time benefits from 2+ carpools to those willing to pay. Moreover, political considerations have forced the addition of two intermediate entrance points to the proposed Express Lanes, which will lower capacity and slow free-flow speeds. The argument that by charging tolls, drivers will be forced to use alternatives only makes sense when there are alternatives. The 405 has none.

OCTA's funding logic implies conversion to HOT lanes would generate revenue to convert more carpool lanes to toll, continuing to marginalize travel times for the majority of freeway users in favor of the few who pay. Hence, as proposed, this HOT lane conversion would have only short-term benefits with significant long-term challenges that will make it difficult to achieve the AB 32 and SB 375 required reductions in greenhouse gases by 2050. And traffic will continue to be a nightmare for most of us.

CG2 Continued

FHBP 405 Comment Letter to CalTrans
July 16, 2012

Encourage Increased Carpool/Vanpool Options – Transit-Oriented Development

Orange County was able to adopt one of the first Sustainable Communities Strategies (SCS) in California. We are pleased to have been part of this effort and to have worked so closely with the Orange County Council of Governments and OCTA to adopt important and sustainable policies as it relates to our land use, housing, and transportation infrastructure.

We are struck, however, by the fact that the plans for the 405 continue with the business as usual model—just build more lanes and only promote additional vehicles with solo drivers on the 405 freeway. We had hoped, and still do, that policy makers and decision makers would take an opportunity like this to launch a pilot program or case study of how implementing wiser land use policies can and will achieve the reduction targets set by AB 32 and SB 375.

For example, one of the strategies of the OC SCS was to promote land use patterns that encourage the use of alternatives to single-occupant automobile use. This could be achieved by creating carpool and vanpool sites along the 405 freeway. From our cursory look along the 405 we found a half dozen sites with potential to become park-n-ride locations to implement this type of program. If the shift towards more sustainable developments and transportation projects doesn't occur now, will it ever?

HOT Lanes and Environmental Justice

It is clear that low-income commuters will not be paying for HOT lanes access on a regular basis, though on occasion might use the facility. Unfortunately, this constitutes a significant impact of the project from an environmental justice perspective. While road pricing impacts on low-income drivers may decrease as drivers gain actual experience with pricing, using toll revenues to enhance transit services along the Corridor creates more transportation choices for this demographic, as well as everyone else.

The Los Angeles Metropolitan Transportation Authority's (Metro) HOT lane demonstration projects, under construction right now on the I-10 and I-110, plan to reinvest toll revenue in transit, vanpool and carpool lanes along those corridors. Metro has also offers a toll credit in the form of a partial toll account setup fee waiver or transit credit to low-income drivers. A study undertaken by Network Public Affairs for Metro in 2010 recommended accommodating the needs of low-income commuters by waiving account set up fees and considering a more comprehensive distribution network for transponders. Minimum account balances and overdraft charges, requiring credit cards and bank accounts, as well as charging for minimum monthly users on low-activity accounts should be reconsidered.

Operational performance measures should be monitored over time to improve service to this demographic, including:

- Number of low-income commuters (including percentage of pass holders) who sign up for a transponder.
- Number of peak-period low-income users of HOT lanes (and percentage of overall HOT lane users).
- Usage of HOT lane credits for low-income drivers (credit redemptions).
- Mode choice of low-income drivers (carpool vs. single-occupant vehicle), compared with mode choice before the project is implemented.
- Performance of transit service in the ExpressLanes corridors during the demonstration period.

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CG2 Continued

FHBP 405 Comment Letter to CalTrans
July 16, 2012

- General-purpose lane speeds during the demonstration period.
- Account balance problems of low-income commuters, compared with non-low income.
- Share of time savings by low-income ExpressLanes drivers in comparison with the share of tolls and transponder costs they pay.
- Trends in trip distance and trip time by low-income commuters, compared with non-low-income.
- Toll revenue reinvestment.

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Public Transit Alternatives

OCTA in conjunction with the Southern California Association of Governments and Metro has been looking at the Pacific Electric Right-of-Way (PE ROW) / West Santa Ana Branch Corridor. This railroad right-of-way extends for approximately 20 miles between the City of Paramount in Los Angeles County and the City of Santa Ana. As a transportation alternative to the 405, it looks quite promising. Light rail and Bus Rapid Transit (BRT) could work well there, connecting to the Santa Ana Metrolink and Amtrak lines as well as the Metro Blue and Green lines. This alternative must be funded as part of any scheme to generate revenue for transportation projects and should be a significantly higher percentage of any extension of Measure M.

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Unfortunately, this option would not connect Santa Ana with John Wayne Airport, South Coast Plaza and the coastal cities of Orange County. Thus, OCTA must work to revive a new alternative to CenterLine Light Rail Transit, the former proposed connection between Santa Ana and UC Irvine via the airport. Less expensive technologies are available to reduce the right-of-way necessary to build such a system. When Measure M was originally approved by voters in 1990 to include CenterLine, recent moves toward funding regional transit have been perfunctory and misplaced (30-minute Metrolink, BRT and Go Local). OCTA needs to step up and lead on providing sustainable transportation mobility options that would serve to increase residential and commercial densities in certain areas, providing walkable urban village centers that would be less dependent upon fossil-fuel-powered automobiles.

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In addition, Union Pacific Railroad right-of-way that connects Anaheim with Huntington Beach has promise as another connecting facility. Though light rail might be an expensive proposition, BRT and Personal Rapid Transit would be significantly less expensive to build, and would reduce automobile trips significantly in the region.

Net Revenues and the Environmental Mitigation Program

As you are likely aware, OCTA has a programmatic Environmental Mitigation Program which has allocated funding towards acquisition and restoration projects that mitigate freeway projects. The Measure M2 ordinance states at least 5% of the net revenues allocated for the Freeway Projects shall fund Programmatic Mitigation for Freeway Projects.

It is unclear to us how the potential of additional lanes (toll or otherwise) would impact the Environmental Mitigation Program. Will the increased revenues from projected toll lanes go back into the M2 freeway program? If so, how does this influx of new revenues impact the Environmental Mitigation Program funds, which was guaranteed 5% of the net revenues?

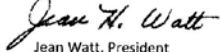
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CG2 Continued

FHBP 405 Comment Letter to Caltrans
July 16, 2012

We appreciate the opportunity to comment on the DEIR-EIS, as well as the time extension to July 17, 2012. If you have any questions, please contact me at 949-399-3669.

Sincerely,



Jean Watt, President
Friends of Harbors, Beaches and Parks

cc: Will Kempton, OCTA

CG3



3055 Johnson Avenue
Costa Mesa, CA 92626

January 20, 2011

VIA EMAIL

Peter Naghavi
Public Services Director
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

Re: San Diego Freeway (I-405) Improvement Project

Dear Mr. Naghavi,

Thank you for meeting with the Board of Directors of the Mesa North Community Association ("MNCA") to discuss Caltrans' proposals for expansion of the Interstate 405 Freeway. As you know, MNCA is one of the largest neighborhood community organizations in Costa Mesa, representing nearly 800 homes, including homes directly adjacent to Interstate 405 and State Route 73.

We are writing to provide our formal opposition to Caltrans *revised* Alternative #3 and to express our strongest concerns regarding the impacts of the recently proposed amendments to this Alternative. In 2009, we provided Caltrans, OCTA and the City with our written position regarding the original Alternatives, including our vehement opposition to Alternative #3. We understand that Alternative #3 has changed, warranting these additional comments.

As represented during the October 2009 project scoping meetings, Caltrans Alternative #3 would seek to offset the tremendous cost of the 405 Freeway expansion through the introduction of High Occupancy Toll, or "HOT" lanes on the 405 Freeway. Recently, we have learned that Caltrans has revised Alternative #3 and is now considering including direct transition HOT lanes from the 405 Freeway to State Route 73. These transition lanes were not contemplated in the original Alternatives discussed during the scoping meetings and represent a significant deviation from what was formally presented by OCTA and Caltrans in October 2009.

As a threshold matter, we are disappointed that Caltrans and OCTA have chosen not to pursue further public meetings to discuss revisions to any of these Alternatives. Sadly, there has been little opportunity for robust public comment on these revisions as we proceed through the Environmental Phase.

CG3 Continued

Peter Naghavi
January 20, 2011
Page 2

The addition of HOT lanes and introduction of a direct HOT lane transition between the 405 Freeway and State Route 73 would have a disastrous impact on Mesa North and surrounding neighborhoods. As you know, where the 405 Freeway and State Route 73 meet, residents living closest to these freeways have enjoined a landscaped setback which mitigates the noise and pollution of these heavily traversed freeways. Caltrans' revised Alternative #3 would eliminate this open space and literally bring the freeway 18 feet closer to residents' backyards. Only a minor concrete sound-wall would separate these homes from daily freeway traffic.

As we stated in our 2009 letter, bringing the freeway closer to our residents will have a deleterious impact, including increased litter, sound and air pollution, along with an overall decrease to property values. Scientific studies have consistently found that people living closest to freeways suffer higher rates of cancer, heart disease and most recently, increased rates of autism in children. Constructing this freeway transition directly adjacent to homes simply makes no sense and will have a detrimental impact on the quality of life our residents have come to enjoy.

As we previously pointed out, Costa Mesa is not where the problem lies. There are sufficient existing lanes within Costa Mesa's portion of the 405 Freeway to support anticipated increased traffic flow. The problems with the 405 Freeway begin north of our City, with bottlenecks at Euclid Avenue and Brookhurst Street where freeway lanes are taken away. Caltrans should be focusing its efforts (and money) at addressing freeway expansion in areas where the problem is the most acute. That area is not Costa Mesa. Likewise, it should not be overlooked that with the addition of the paid HOT lanes, Costa Mesa residents will be losing a carpool lane that they can currently travel free of charge and which encourages ride-sharing. Revised Alternative #3 does nothing to promote ride-sharing.

Caltrans just completed a very complex and costly \$7 million renovation of the Fairview Avenue/405 Freeway overpass. Funding for this improvement was split between Measure "M" and Segerstrom Home Ranch funds. What will become of this new overpass if revised Alternative #3 is constructed? Our residents endured prolonged noise, construction, traffic and other negative byproducts from this extensive project. Caltrans' newest proposal would likely require the destruction and re-building of the Fairview overpass. This simply makes no sense. Fairview Avenue is one of the most heavily travelled arterials in our City and the prospect of destroying this recently constructed overpass to create a new overpass to support the additional HOT lanes transition is troubling.

Additionally, the written plans for the proposed HOT lanes transition have not been made public, and we have strong concerns that Caltrans may be forced to elevate this freeway transition. Any elevation of the existing freeway is not acceptable to our residents and should not be accepted by the City of Costa Mesa.

While we understand Caltrans need to pursue expansion plans which are economically feasible, we should not throw the baby out with the bath water. The residents of Costa Mesa, like all residents of Orange County, pay taxes to provide for our roads and freeways. Our residents' quality of life should not be impaired simply because Caltrans does not have the current financial means to meet this estimated \$1.2 billion project. If paid lanes are the answer, Caltrans should find ways to implement the expansion within the existing 405/73 Freeway footprint. Expansion of the 405 Freeway and introduction of transition HOT lanes to State Route 73 is not the answer for Costa Mesa or Orange County residents.

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CG3 Continued

Peter Naghavi
January 20, 2011
Page 3

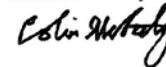
Therefore, the Mesa North Community Association formally opposes revised Alternative #3 to the 405 Freeway Improvement Plan. } 8

Kindly forward our concerns on to Caltrans and OCTA and please ensure they are part of the formal record as the City continues to discuss this important project.

Thank you for your time and attention to this matter.

Very Truly Yours,

Colin K. McCarthy



President, Board of Directors
Mesa North Community Association

cc: Hon. John Moorlach
Costa Mesa City Council
Peter Buffa
C.J. Segerstrom & Sons
Mesa Verde Community, Inc.
Halecrest/Hall of Fame Community Association

CG4

**Rossmoor Homeowners Association**

P.O. Box 5058, Rossmoor, California, 90721
(562) 799-1401 www.Rossmoor-RHA.org

July 16, 2012

Smita Deshpande, Branch Chief
Caltrans-District 12
Attn: I-405 DEIR-DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Re: Rossmoor Homeowners Association Response to DEIR-I-405 Improvement Project

Ms. Deshpande:

**Rossmoor Homeowners Association Comments and
Recommendations on the EIS for the Proposed 405 Freeway
Expansion.**

If OCTA's expansion project for the I-405 goes forward, the RHA is deeply troubled by the potential for traffic congestion to occur on the northbound I-405 at the Los Angeles County interface, which would cause a direct and heavy impact on the air quality inside Rossmoor. There appears to be the potential for hundreds of idling cars and trucks congested on the freeway adjacent to Rossmoor in the late afternoon and early morning, two key periods of the day that could affect residents.

The expanded I-405 proposed by OCTA would have two more lanes inside Orange County than would exist in Los Angeles County with the decrease in capacity occurring within 100 feet or less of our residential neighborhoods'. Moreover, the proposed route lies within 500 feet of Hopkinson Elementary School, a sensitive receptor that was not addressed in the EIR. Section 3.2.6, the air quality analysis for the project, makes no mention of Hopkinson. The EIR identifies other sensitive receptors along the route, but neglects one of west Orange County's largest and most highly regarded schools.

The configuration of Rossmoor has the 405 literally wrapping around the southern tip of the community, exposing residents to one of the greatest environmental impacts anywhere in the project. The OCTA air quality analysis examines carbon monoxide levels in Costa Mesa, but appears to make only

CG4 Continued

estimates near Rossmoor. Similarly, the air toxics analysis did not adequately assess the potential for impacts on Rossmoor, particularly if congestion occurs at the county line.

We believe the air quality impact analysis was inadequate in considering hotspots with elevated levels of particulates, ozone, and other air pollutants that could affect the health and quality of life in Rossmoor.

Rossmoor is a community of both young children and elderly adults, the two most sensitive age groups to air pollution. We are asking that OCTA reexamine the air quality, traffic and noise impacts of the project on Rossmoor, especially its schools, parks and homes, and undertake a thorough and complete consideration of the most effective ways to mitigate those impacts to a level of insignificance.

The RHA requests that OCTA analyze the option of reducing northbound lanes sequentially several miles before the county line. This change would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in the Rossmoor-Los Alamitos area to navigate around the chokepoint. If and when Los Angeles County increases the capacity of the I-405 in Long Beach, then the additional lanes of traffic could be opened to the county line.

We are also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project.

The Rossmoor Homeowners Association has represented homeowners living in the unincorporated area of Rossmoor for many decades. Membership in our organization is voluntary, but we have almost 1,200 dues paying homeowners who represent about one-third of the community. The RHA considers satisfactory resolution of traffic and highway issues as one of its important missions in safeguarding the quality of life in Rossmoor. We have long had a traffic committee that works with law enforcement, county public works officials, nearby cities and other agencies to improve safety and transportation in our community. We were a key contributor to the redesign of the I-405/I-605 HOV over crossing designs to reduce noise in adjoining residential areas.

The Rossmoor Homeowners Association
Board of Directors
Gary Stewart, President

CG5

From: Gabrielle Weeks [GWeeks@angeles.sierraclub.org]
Sent: Tuesday, July 17, 2012 10:41 PM
To: Moorlach, John; Adams, Audra; Bates, Pat; Campbell, Bill; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Nguyen, Janet; fvrandal@yahoo.com; lorrilorrilalloway.com; pglab@cityoflagunahill.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov; jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org; citycouncil@cityoforange.org; mayor@garden-grove.org
Cc: 405.dedcomments@parsons.com
Subject: Sierra Club members express an overwhelming opposition to plans by your Board

To members of the OCTA Board of Directors,
 I am writing to you on behalf the over 5,000 members of the Sierra Club in the Long Beach Area Group, including hundreds of members in the Cities of Seal Beach, Cypress and Los Alamitos as well as the unincorporated community of Sunset Beach.

My members have expressed an overwhelming opposition to a proposal by OCTA/CalTrans to essentially privatize a portion of our public freeways by establishing toll roads on the 405 Freeway. In addition to being a giveaway of private assets, my members utilize the 405 freeway to access many outdoor hiking and recreation opportunities throughout Orange County. Placing these toll roads will increase pollution by eliminating the incentive for carpooling on the 405, create barriers to people that cannot afford the toll roads to access Orange County via the 405, and exacerbate the already unacceptable traffic jams currently on the 405 freeway, further increasing pollution.

We cannot imagine why the OCTA Board of Directors would consider a plan that increases pollution and worsens the quality of life for a majority of your residents and workers just to benefit well to do residents that can afford to pay for access to a toll road. Our members are unified in their opposition to this scheme. And the net result is that if the proposal moves forward, Sierra Club members from throughout the region will not visit Orange County (or spend our discretionary dollars in your cities) as often.

There are other options to reduce congestion on the 405 freeway, including expansion of mass transit and encouraging (rather than discouraging) carpooling. We ask each member of the OCTA Board to reject the toll plan in favor of these other more sensible and cost effective options.

Sincerely,

Gabrielle Weeks
 Chair, Long Beach Area Group – Angeles Chapter of the Sierra Club

CG6



Working To Improve Bus, Rail, Biking and Walking In Orange County ...

July 16, 2012

Smriti Deshpande, Branch Chief
 Caltrans-District 12
 2201 Dupont Drive, Suite 200
 Irvine, CA, 92612

Re: I-405 DEIS/EIR Comments

Dear Ms. Deshpande,

Thank you for the opportunity to comment on the I-405 DEIS/EIR.

Our group, Transit Advocates of Orange County, is an all-volunteer group that works to improve bus, rail, biking and walking in Orange County. We believe that a well-run transit system with both "discretionary" and "dependent" riders could change the nature of traffic patterns, and therefore livability, in our county. For over 10 years, we have given testimony at OCTA Board and Committee meetings, and served on various citizens committees such as the OCTA Citizens Advisory Committee (CAC), the CAC Bicycle/Pedestrian Subcommittee, etc.

Our experience is that, despite the fact that southern California is known for its "car culture", many people and many land use and transportation planning agencies enthusiastically agree that bus, rail, bike and pedestrian issues should be addressed as much as possible. That said, all too often the details that would allow bus, rail, bike and pedestrian modes to thrive, are overlooked.

We apologize for the length of these comments, but there are so many issues in this Project that have unaddressed significant impacts on bus, rail, biking and walking, that we would like to find solutions. Fortunately, most of these impacts can be addressed with some thoughtful planning, and we hope you will be as excited as we are to explore some new, but simple and reasonable concepts in doing so.

We also apologize for our lack of facility with EIR concepts and phrasing, but hope you will agree that the impacts on bus riders, rail users, bicyclists and pedestrians merit a closer look. We encourage you to pioneer some of these concepts with this Project, using them as a template for future projects, as well. Perhaps we can lay some new groundwork on issues that are all-too-often neglected.

Please advise us when the response to our comments is available, and please also add us to the list for all related public hearings, including for the Funding Plan. We appreciate the time spent in addressing our concerns, and would appreciate the opportunity to clarify any of the concepts we've mentioned.

Thank you for your time and attention to these issues,

Sincerely,

Jane Reifer

Chair, Transit Advocates of Orange County
 (714) 607-0012

CG6 Continued

Overview

The common theme and main goal of these comments is to request that any of the Build Alternatives appropriately:

**Identify,
Measure, and
Mitigate**

impacts to bus, rail, bike and pedestrian issues, as well as the needs of the disabled, and Environmental Justice / Title VI populations (since so many of the bus and rail users, bicyclists and pedestrians have disabilities and / or are minorities or low-income).

The impacts need to be addressed for both Construction / Temporary impacts as well as for Permanent impacts.

An additional goal of these comments is to encourage improvements to bus, bike and pedestrian modes to be used as mitigation for some of the Significant / Unavoidable Impacts.

Permanent Impacts

We appreciate the effort to improve 13 of the 17 sidewalks that don't currently have facilities on both sides. However, since this is a major project, we respectfully request consideration of:

Providing sidewalks on the west side of Harbor Boulevard and the east [sic] side of Edinger Avenue as well as pedestrian facilities on Bolsa Chica and Seal Beach Blvd. Sidewalks could be done "trail style" to fit in with the open space, undeveloped aesthetic in the area.

It appears that no mitigations are listed for permanent changes to bus, bike, and ped modes, only temporary ones.

Keeping Caltrans Deputy Directive 64 (Rev 1) in mind, please provide some analysis and appropriate mitigations of:

- The special needs of the elderly and the disabled at the crosswalks at arterial interchanges.
- If any intersections become "3-leg" crossings instead of 4 (Pedestrians will have longer distances to cross, and wait time at intersection will significantly increase)
- If any roadways are widened (pedestrians will have longer distance to cross)
- A "safe routes to school" analysis should be done for schools in the project area.
- We also want to endorse the excellent comments provided to you by Roy Shahbazian on ramp design for bike and ped users, with the addition of Fairview Road's possible need for appropriate sidewalk and crosswalk design.

Where LOS on local streets is lowered, bus service is also impacted. Travel times are longer and costs go up to provide the extra time in route service. There is a travel time impact and a financial impact to public transit, which could be a significant impact. We did not see an analysis on the permanent impacts to existing bus service, other than the relocation of one bus stop. Can a map or description be provided, illustrating that change?

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CG6 Continued

Several aspects of the project convert right-turn lane to other uses. Are there any impacts to bus stops? A bus stop inventory may have been done, as it was explained that a bus stop on Ellis may move, but it is not described.

On pages 4-19 and 4-20, the DEIR states "4.2.4.3 Adverse Effects on Human Beings Mandatory Findings.

Adverse effects on human beings are considered significant temporarily and permanently as it relates to the community character of the project area. As such, the project would result in:

- ...Impaired (through increased time and distance) automobile and/or pedestrian access to businesses, public services, schools, and other facilities.
- Affecting pedestrian service 0.25- to 0.5-mile in radius of the project during construction and temporarily change/reduce pedestrian access used by the disabled, resulting in a longer route that could indirectly reduce their access to community facilities.
- "Most of the overcrossings and undercrossings would be wider to accommodate the additional lanes of I-405 and bringing it to MPAH standards; as a result, this would increase the lengths of the roads and sidewalks that are on the overcrossings or in the undercrossings. Therefore, the amount of time pedestrians and bicyclists spend on these overcrossings or in the undercrossings would increase compared to existing conditions.

As described in Chapter 3 and Section 4.2.8, all measures to avoid, minimize, and mitigate these potential significant effects have been incorporated into the project; however, the related project effects on the community character within the corridor cannot be fully mitigated."

We submit that other mitigations should be developed to continue to address the impacts.

Construction / Temporary Impacts

The long-term duration and constantly changing nature of the closures of ramp interchanges, arterial overcrossings, and detours to possible secondary arterials will cause delays, confusion, and significant impacts to bus riders, bicyclists and pedestrians, and by extension, some of our county's most vulnerable populations: the disabled, Environmental Justice, and Title VI communities.

The DEIR and its Draft Traffic Management Plan (TMP) fails to identify these Significant Impacts or propose mitigations for them. We would like to see the Traffic Management Plan (TMP) address these issues in its Draft form. Preliminary detour plans with alternate routes are included in the Draft TMP for motorist impacts. To wait for the Final TMP for bus users, bicyclists and pedestrians, unfairly limits their public participation and disproportionately restricts the ability of low-income and minority populations to give feedback. It will put these populations in the place they have been for years – vulnerable to the argument that "it's too late to do anything about it". A recent agonizing example of this is the Orange County Gateway Project in Placentia. A less agonizing, but poorly implemented TMP as regards transit users is the current West County Connectors Project. To this day, quite late in the project, their press releases, website, and even their Closure & Detour Notices still fail to indicate bus, bicycle and pedestrian detours.

Unique Impacts to Pedestrians and Bus Users

The temporary construction impacts to pedestrians and bicyclists will cause significant delays and significant hardship. Pedestrian trip lengths could be tripled due to bridge or sidewalk closures.

A motorist experiences a delay but can somewhat easily drive to an alternate route. A bicyclist may be able to behave similarly. Unfortunately, bus riders, and particularly pedestrians, do not have the opportunity to easily accommodate detours. There may be weather factors, lighting factors, construction impediments, and the general lack of certainty of unmarked, unannounced, or constantly changing information, in addition to the physical hardship of having to walk significant distances, as well as the increased travel time. Significant health issues and

3

CG6 Continued

employment loss may occur when transit riders or pedestrians encounter unexpected delays and detours. The elasticity available to motorists is simply not available to pedestrians and transit users.

Much more so than for motorist transportation, information is an integral, if non-tangible, part of transit service, but often not readily available in detour situations. In addition to standard website and smartphone communications, communication should be available by signage at bus stops, on buses, and by phone "blast". Field supervisors and coach operators also need to be trained with information on the detours for routes they drive and routes that cross the routes they drive.

For both good multi-modal transportation planning and for Title VI equity, press releases, flyers, public meetings, and other communications that mention motorist detours should always also include bus, bike and ped detours.

Table 5-4 of the Community Impact Assessment is a good start in detailing OCTA bus routes, but it is missing a few routes and nearby services, including:

- The OCTA 47 / 47A on Fairview seems to have been left out
- Proposed OCTA SR-22 and SR-73 Express Buses, 543 Harbor Rapid Bus
- OC Fair Express
- OCTA ACCESS paratransit service
- Leisure World Minibus
- Nearby Long Beach Transit Routes 81 and 173
- Nearby Metro 577X
- Seal Beach Dial-A-Ride
- Country Villa Seal Beach Health Care Center Shuttle Bus
- Los Alamitos Medical Center Shuttle
- Possibly the Irvine LAWA Flyaway
- Possible patient transportation service at VA Hospital
- Adult Day Health Care Vehicles

Nearby Bus / Rideshare "Facilities":

- Golden West Transit Center
- California State University Long Beach
- South Coast Plaza Metro Area
- 6 ParkNRide lots

It is essential that a map be produced showing current bus facilities and service both along and crossing the project area. The area shown should encompass the next transfer opportunities in both directions, and show days of service. All current and future bus stops within this "cachement" area or "Area of Potential Effect" should be shown. It would be a good idea to always indicate bus stops on all engineering maps, since they are a legitimate feature of the roadways and sidewalk facilities. All bus, bike and ped detours as well as bus stop closures should be available in a preliminary fashion in the Draft TMP. They should include the notation of lack of pedestrian facilities, if applicable. The development of these mitigations ahead of time can indicate what impacts cannot be mitigated and also can properly inform the development of an appropriate budget to address the impacts, to be included in Transportation Management Plan Data Sheets (Preliminary TMP Elements and Costs). Communication costs and the number of vehicle service hours needed for detours should be estimated. The length of passenger delay for bus, bike and ped modes should be estimated.

4

CG6 Continued

The I-405 Improvement Project, rather than the transit providers (OCTA and others transit providers, as appropriate), should pay for the communication costs and additional, often substantial cost for buses to go off-route to accommodate the Project. If at all possible, there should never be bus service missing for over half a mile, especially near significant trip generators. On routes without detours, construction crews should be encouraged to leave bus stops open as much as possible.

A possible mitigation for pedestrians could be the implementation of a "fare-free" zone for bus service starting at the last stop or the last transfer opportunity before the detour, and ending at the first stop or the first last transfer opportunity after the detour.

The current draft TMP is notable for the emphasis and detail shown for motorist concerns and motorist communications, but must be updated to indicate bus, bike and ped impacts, or it fails to identify the full and significant impacts of the project to public transit users, bicyclists, pedestrians, and the disabled, Environmental Justice, and Title VI communities.

Mitigation T-1 (a Final TMP) and Mitigations LU-2, COM-4, COM-5, COM-6, and COM-11 all have a strong emphasis on motorist mitigations and would not allow the opportunity to properly mitigate the **significant impacts** to bus riders, bicyclists and pedestrians, and by extension, some of our county's most vulnerable populations: the disabled, Environmental Justice, and Title VI communities.

Please produce a Draft TMP, including alternate routes, as has been done for motorist traffic. The Traffic Handling Contingency Plan should also contain information to assist bus, bike and ped modes. These modes certainly deserve a timely analysis and appropriate mitigations, especially since these modes could also serve as mitigations for the needs of clean air, travel reduction, and GHG reductions.

Public participation by bus users, bicyclists and pedestrians in a task force should be facilitated to assist this effort.

Ironically, one of the TMP components is "7.5 Demand Management", but uses transit as a solution for motorists, without having mitigations for the transit system itself:

"This strategy involves promoting the use of public transit, ride sharing and variable work hours to reduce the amount of traffic using the freeway and roadways in and around construction zone. Through the public awareness campaign, large employers will be urged to consider staggered working hours and encourage their employees to use the OCTA transit system and rideshare resources which includes six park-and-ride lots along the I-405 corridor. Incentive programs such as free transit tickets and free/discounted merchant coupons for rideshare participants could be used to attract participants."

Conflict With Adopted Policies, Plans, Or Programs Regarding Public Transit, Bicycle, Or Pedestrian Facilities...

On page 4-19 of the California Environmental Quality Act (CEQA) Evaluation, it states "TRAFFIC AND CIRCULATION - The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

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CG6 Continued

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

As shown above, this is not the case. There will be a significant impact that requires analysis and mitigation.

GHG Reduction Strategies

On page 4-59 of the California Environmental Quality Act (CEQA) Evaluation, it states, "The Department is supporting efforts to reduce vehicle miles traveled." Further, given the decrease in the performance and /or safety of public transit, bicycle, or pedestrian facilities, there is a significant impact on key GHG reduction strategies and the newly adopted Sustainable Communities Strategy. This also requires analysis and mitigation.

Community Character And Cohesion

The DEIR states that I-405 Plan would adversely affect community character and cohesion, but does not analyze the particular and significant impacts for public transit users, bicyclists, pedestrians, and the disabled, Environmental Justice, and Title VI communities.

Physically Dividing an Established Community

Regarding "LAND USE AND PLANNING - Physically Dividing an Established Community", not in the traditional sense, but because of the unique needs of transit users and pedestrians, the Project will temporarily physically divide an Established Community.

Consistency with State, Regional, and Local Plans and Programs

The Land Use section of the DEIR states that the Project is Consistent with State, Regional, and Local Plans and Programs, but since it decreases the performance and /or safety of public transit, bicycle, or pedestrian facilities, this is not the case. This is a Significant Impact and requires analysis and mitigation:

SCAG Regional Transportation Plan

- ☐ Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

Highway Design Manual 403.6

- ☐ Optional right-turn lanes should not be used in combination with right-turn-only lanes on roads where bicycle travel is permitted.
- ☐ Multiple right-turn- only lanes should not be free right-turns when there is a pedestrian crossing.

Caltrans Deputy Directive 64

- ☐ Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users
- ☐ Support multidisciplinary district participation in the project development process to provide for the needs of all users.
- ☐ Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- ☐ Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

City of Costa Mesa General Plan

- ☐ GOAL CIR-1: Provide for a balanced, uncongested, safe, and energy-efficient transportation system, incorporating all feasible modes of transportation.

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CG6 Continued

City of Garden Grove General Plan

- ☐ CIR-IMP-5B: Encourage the creation of programs such as TSM, public transit, carpools/vanpools, ride-match, bicycling, and other alternatives to the energy-inefficient use of vehicles.

City of Huntington Beach General Plan

- ☐ Objective – CE 3.1: Increase the mass transit opportunities available to Huntington Beach residents in order to reduce traffic impacts on streets and highways and improve air quality.

City of Los Alamitos General Plan

- ☐ 5.4.3: Support alternatives to single-occupancy vehicle use.

County of Orange General Plan

- ☐ ...facilitate the planning and implementation of an integrated circulation system.

OCTA Long Range Transportation Plan

- ☐ Develop an integrated transportation network
- ☐ Protect transportation resources: Promote cost-effective and multimodal solutions

Environmental Justice

The DEIR states, "The proposed project alternatives would not cause disproportionately high and adverse effects on minority or low income populations within the context and intent of EO 12898."

On p. 3.1.4.3.3 it further stated, "The proposed project would not have direct impacts to low-income populations in the project area. Minority populations would receive benefits from traffic congestion removal as a result of project implementation." This is not the case. Mitigation needs to be developed, including:

3.1.4.2.1 Identify differential consumption patterns of natural resources by minority and low-income populations.

We did not see an analysis of this. Those who use bus, bike and ped modes do have differential consumption patterns of natural resources for transportation.

On page 3.1.4.3.3, it states, "In addition, under Alternative 3, transit vehicles could utilize the toll lanes free of charge, improving bus transit times during congested peak periods. This would enhance the trip reliability and time savings for the public transportation user, including environmental justice populations and other disadvantaged groups."

This may have been a possibility at one point, but the Mass Transit alternatives were removed from consideration.

Closure "Holidays"

For mitigation COM-3: "Ramps that provide access immediately adjacent to South Coast Plaza (South Coast Drive northbound off-ramp), Bella Terra (Beach Boulevard off-ramps), or Westminster Mall (Bolsa Avenue northbound and Goldenwest Street southbound off-ramps) will not be closed from November 1 to January 31.", we would also suggest adjusting closures for the first week of school and for finals week for schools in the area, (including Golden West College), particularly for bus, bike and ped users.

Utilities/Emergency Services

If the San Onofre Nuclear Generating Station has an evacuation route that uses the I-405, that should be addressed, including for bus users, bicyclists, and pedestrians.

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CG6 Continued

Emergency and Protective Services

OCTA Transit Police Services was left off of the list. Please list them in all appropriate places in the DEIR.

New Transit Service

We would like to see a Transit Alternative back in the project. It can be done in a reasonably inexpensive manner, using buses on the general purpose lanes or the toll facility, and perhaps, as was done with the 101 Freeway, with boardings at bus turn outs on the on-ramps. The occasional stop not near a ramp was accessed by stairs and small utility elevators.

We understand that a TSM/ TDM / Mass Transit Alternative is included in each current alternative, but this is not enough. Referring to mass transit as a "typical activities," It essentially allows for, among other solutions, a bus to be run on the facility, but it is only a capability. There is no project, no analysis, and no funding for this.

3.1.4.3.3, the Environmental Justice section, mentions, "In addition, under Alternative 3, transit vehicles could utilize the toll lanes free of charge, improving bus transit times during congested peak periods. This would enhance the trip reliability and time savings for the public transportation user, including environmental justice populations and other disadvantaged groups." It seems like some of the argument that there aren't EJ significant impacts, is based on having new transit service on the freeway. This may have been a possibility at one point, but the Mass Transit alternatives were removed from consideration.

Page 24 of the pdf of the "Public and Agency Coordination" Appendix has a letter from the SCAQMD that says, "In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation. Section 3.5 of their associated CAPCOA document lists a series of mitigation measures entitled "Transit System Improvements," including BRT, expanding transit networks, etc.

The DEIR states that The Transportation System Management (TSM)/Transportation Demand Management (TDM) Alternatives were not considered viable project alternatives because they failed to meet the project's purpose and need. However, some of the purposes are to: ☐ Reduce congestion; ☐ Enhance operations; ☐ Increase mobility, improve trip reliability, maximize throughput, and optimize operations. Especially note: ☐ Minimize environmental impacts and right-of-way (ROW) acquisition. Transit does tie in with these. Another reason for the removal of a TSM / TDM alternative was the immense cost, particularly for the double tiered rail systems.

The transit alternative wasn't properly analyzed and should be re-considered, now that we know:

- Better mitigations are needed as several transit and environmental justice significant impacts were not analyzed
- Better mitigations are needed as current ones fail to substantially mitigate the significant impacts
- A TSM / TDM alternative actually does help meet the project's purpose and need.
- The revenue-generating Alternative may be implemented
- A TSM / TDM alternative could allow Title VI communities that are low income to mitigate possible toll costs
- A TSM / TDM alternative could allow Title VI communities / transit users to receive some benefit from the major investment on the 405
- A costly rail system is not necessary, but rather a route or routes of cost-effective express or limited stop buses

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CG6 Continued

Our group is intrigued by the concept of a revenue-generating facility since it would be a badly-needed source to finance the project, its ongoing maintenance, and the necessary mitigation projects it generates. We are in favor of Alternative 3, but the Significant Impacts to bus, rail, bike and pedestrian issues it induces must be addressed.

A key issue is to encourage the use of excess toll revenues to be used for bus, rail, bike and pedestrian modes which may serve as mitigations. We agree with the July/August 2012 Automobile Club of Southern California position in Westways, "Excess revenue should be used to relieve congestion along the express-lane corridor by making other road improvements, enhancing effective public transit services, and providing carpool and vanpool incentives."

Certainly the 105 and 110 freeways are examples of useful transit services available to the public to provide a multi-modal choice and allow transit users to receive some benefit from the major investment.

We suggest the following possibilities for using excess toll revenues:

- Express buses (eventually it could be airport-to airport service – JWA to LAX – perhaps partially funded by Los Angeles World Airports / LAWA)
- Limited stop buses, similar to the popular OCTA 83 bus, including vehicles, expanded bus bases, and perhaps ParkNRides
- Increased frequency on arterial buses for routes in the I-405 area such as Beach and Edinger
- Fund future bike and pedestrian needs at ramps, including maintenance and upkeep
- Fund completion of the 5 Commuter Bikeway Strategic Plan (CBSP) facilities in the area.

We would also like your thoughts on whether the toll revenues could fund a significant amount of Orange County paratransit needs in the future? Local bus service is spotty and travel time intensive for people with special needs / disabilities and there are several centers of paratransit need in the corridor:

Long Beach VA Hospital
Huntington Beach Hospital
Leisure World
and other identified health facilities in the area

To summarize:

1. The proposed project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and decreases the performance and safety of such facilities.
2. There are Unique and Significant Impacts to Bus Users, Bicyclists and pedestrians that have not been analyzed or mitigated. There are both permanent and construction-related impacts.
3. Because of this, Environmental Justice / Title VI issues have not been properly analyzed or mitigated
4. Bus, bike and pedestrians impacts must be addressed in the Draft TMP, including alternate routes, as has been done for motorist traffic.
5. We would like to see a Transit Alternative back in the project
6. Excess tolls should fund some bus, bike or pedestrian programs / mitigations in addition to upkeep and repair of the main facility.

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RESPONSE TO COMMUNITY GROUP COMMENTS (CG)

Response to Comment Letter CG1

Comment CG1-1

Caltrans and OCTA thank the College Park East Neighborhood Association for participating in the environmental process for the I-405 Improvement Project. The Association's comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. The College Park East Neighborhood Association will be notified when the Final EIR/EIS is available for review.

Comment CG1-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Alternative 2 would result in up to a 10-ft encroachment into Almond Avenue, and Alternative 3 would result in up to a 3-ft encroachment into Almond Avenue. These alternatives would likely include parking restrictions along Almond Avenue to maintain City standards for street width. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3.

There would be no substantial increase in noise or air pollution along Almond Avenue. Additionally, Caltrans was unable to find any literature, studies, or evidence that property values decrease because of freeway widening projects. Please see Common Response – Almond Avenue Soundwall.

Comment CG1-3

Please see Common Response – Relocation of Gas Lines.

Comment CG1-4

Please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment CG1-5

The Draft EIR/EIS acknowledges that none of the build alternatives will fully solve congestion on I-405; however, all of the proposed build alternatives provide additional capacity on the freeway and are shown to reduce delay (see Draft EIR/EIS, Table 3.1.6-8) and travel times through the corridor (see Draft EIR/EIS, Table 3.1.6-7). Alternative 3 does have a tolling component, but it also provides an additional GP lane. The tolling component is designed to increase vehicle throughput in the corridor (see Draft EIR/EIS, Table 3.1.6-14) by limiting congestion in the Express Lanes. The experience on the SR-91 Express Lanes and on tolled HOT

and Express Lanes in other parts of southern California and around the nation indicates that the lanes will be used.

With respect to the occupancy requirement for the HOV lanes Item 4, please see Common Response – Opposition to Tolling.

Response to Comment Letter CG2

Comment CG2-1

Caltrans and OCTA thank the Friends of Harbors, Beaches, and Parks for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment CG2-2

Please see Common Response – Measure M Funding.

Comment CG2-3

With respect to the need to change the occupancy requirement from two to three persons per vehicle, please see Common Response – Opposition to Tolling.

Please see Common Response – Measure M Funding.

Comment CG2-4

Consideration of BRT and LRT in the I-405 corridor is included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Further Consideration. Please see Common Response – Elimination of LRT and BRT Alternatives.

Comment CG2-5

The proposed project is a transportation project. The project is not a trip generator; rather the project accommodates existing and forecasted increases in trips within the corridor. As shown in Tables 4-14 and 4-15 of the EIR/EIS, even with the increase in VMT associated with the additional vehicles utilizing the corridor, all of the proposed alternatives result in a reduction in GHG emissions compared to the No Build Alternative. It should be noted that the reported reductions shown in Tables 4-14 and 4-15 were developed using EMFAC2011 and, unlike criteria pollutants, EMFAC2011 does not make assumptions that technological enhancement in engine technology would result in reduced GHG emissions in the future; however, the model does result in fewer GHG emissions under higher speeds.

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS completed in February 2006 included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment CG2-6

The Draft EIR/EIS provides factual information on all of the alternatives, including the forecast usage and toll revenue of the Express Lane in Alternative 3. The Draft EIR/EIS considers climate impacts in Section 4.2.7. None of the proposed build alternatives provides excess freeway capacity based on Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. Under all of the build alternatives, including Alternative 3, users in both the Express Lanes and the GP lanes enjoy reduced travel time compared to the No Build Alternative (see Draft EIR/EIS, Table 3.1.6-7). The Draft EIR/EIS states one of the purposes of the project to be “Reduce congestion....” None of the build alternatives is expected to eliminate congestion in the I-405 corridor.

Comment CG2-7

With respect to the change proposed to the occupancy requirement in Alternative 3, see Common Response – Opposition to Tolling. Analysis of operations of the intermediate access points is presented in the Draft EIR/EIS on page 3.1.6-98 and does show some deterioration of speed in the Number 2 Express Lane at the Magnolia Street/Warner Avenue intermediate access location but no speed deterioration at the other two intermediate access locations.

Comment CG2-8

Neither OCTA nor Caltrans has plans to convert existing HOV lanes to HOT lanes elsewhere on the freeways in Orange County. Compared to the No Build Alternative, all of the build alternatives would improve travel times in the corridor (see Draft EIR/EIS, Table 3.1.6-7) in all lanes to varying degrees. The GHG topic is covered in Section 4.2.7 of the Draft EIR/EIS starting on page 4-50. Tables 4-8 and 4-9 show that GHGs are lower under any of the build alternatives than under the No Build Alternative.

Comment CG2-9

Many TSM/TDM elements are included in each of the build alternatives, although park-and-ride facilities are not among them. OCTA provides a planning process to identify potential TSM/TDM improvements on a countywide basis and is anticipated to provide consideration for them as part of that process. Transit vehicles, vanpools, and carpools will be eligible to use the

HOV and/or Express Lanes included in the build alternatives. The GHG topic is covered in Section 4.2.7 of the Draft EIR/EIS starting on page 4-50. Tables 4-8 and 4-9 show that GHGs are lower under any of the build alternatives than under the No Build Alternative.

Comment CG2-10

Environmental justice is covered in the Draft EIR/EIS in Section 3.1.4.3. No protected populations were found to be disproportionately adversely affected by any of the proposed build alternatives. It should be noted that the referenced projects in Los Angeles have environmental justice populations.

The referenced similar toll lane projects in Los Angeles are operating as Demonstration Projects with federal grant money and are not obligated to generate revenues to repay bonds. It is anticipated that the I-405 Improvement Project will incur obligations for bond repayment, and pricing will be determined at the time of funding; therefore, the project does not include concessions or subsidy programs for low-income individuals for use of the tolled Express Lane Facility.

Comment CG2-11

Updates for the OCTA Pacific Electric ROW project can be found at <http://www.octa.net/perow.aspx>. Please also see Common Responses – Measure M Funding and Elimination of LRT and BRT Alternatives.

Comment CG2-12

Please see Response to Comment CG2-5.

Comment CG2-13

The proposed build alternatives would have no impact on the Environmental Mitigation Program. No Renewed Measure M funds will be spent on the Express Lane component of Alternative 3, and excess toll revenues would not accrue to the Renewed Measure M Program. Excess toll revenues (i.e., net revenues after all operating, maintenance, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor, including freeway, local street, transit, TSM/TDM, bicycle, and pedestrian facilities and services consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues. Please see Response to Comment CG2-5 and Common Response – Measure M Funding.

Response to Comment Letter CG3**Comment CG3-1**

Caltrans and OCTA thank the Mesa North Community Association for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. Your letter was received during the circulation period (May 18 to July 17, 2012) despite its date of January 20, 2011. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment CG3-2

A potential direct connector between the proposed Express Lanes in Alternative 3 and SR-73 has been included in Alternative 3 since the scoping meetings. The materials presented at the October 2009 scoping meetings included a display board that included the following:

Alternative 3

- Consider improvements at Harbor Boulevard and Fairview Road interchanges
- I-405/SR-73 Express Lane Connection Options
 1. No direct connector
 2. Direct connector over Fairview Road
 3. Direct connector under Fairview Road

Comment CG3-3

The potential air quality and noise impacts of the project are summarized in Sections 3.2.6 and 3.2.7 of the Draft EIR/EIS. All of those impacts are mitigated, and none are considered significant. With respect to potential health impacts, please see Common Response – Health Risks. With respect to potential impacts to property values, please see Common Response – Compensation for Property Acquisition.

Comment CG3-4

All of the build alternatives are anticipated to reduce, but not eliminate, congestion in the I-405 corridor in Costa Mesa (see Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13). The benefits to congestion vary among the build alternatives, which are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and 3.1.6-12 through 3.1.6-14. The existing HOV lane is being incorporated into the proposed Express Lanes in Alternative 3, as explained in Common Response – Opposition to Tolling.

Comment CG3-5

Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes. If Alternative 3 is identified as the Preferred Alternative, either the design in the Draft EIR/EIS that requires replacement of the Fairview Road Overcrossing or a design option that avoids that replacement would be identified as part of the Preferred Alternative.

Comment CG3-6

The proposed Express Lanes transition along I-405 would match the existing freeway grade. The treatment for the transition from Express to HOV and conversely from HOV to Express is proposed to occur within existing State ROW (see Draft EIR/EIS Appendix P, Project Plans) The preliminary plans for the I-405 and SR-73 Express Lane direct connector are also provided in Draft EIR/EIS Appendix P.

Comment CG3-7

Additional ROW would be acquired for all of the build alternatives. Some additional ROW would be required for Alternative 3, including some additional ROW in Costa Mesa; however, no additional ROW would be required in association with the Express Lane direct connector to SR-73 or the transition area between the proposed Express Lanes and existing HOV lanes in Costa Mesa.

Comment CG3-8

Please see Response to Comment CG3-1.

Response to Comment Letter CG4

Comment CG4-1

Caltrans and OCTA thank the Rossmoor Homeowners Association for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Traffic Flow at the Orange County/Los Angeles County Line, Air Quality, and Health Risks.

Comment CG4-2

Hopkinson Elementary School was considered in the Draft EIR/EIS, as applicable. Hopkinson Elementary School was evaluated as a potential Section 4(f) resource and is shown in Table 2

and Figure 2 of Appendix B as it relates to Section 4(f). Hopkinson Elementary School is also shown as Number 32 in Figure 3.1.1-4 in the Draft EIR/EIS. The Draft EIR/EIS evaluated sensitive air quality receptors within 500 ft of the centerline, and no significant air quality effects on any sensitive receptor were identified. Hopkinson Elementary school is located more than 500 ft from the centerline (see Figure 3.2.6-3); therefore, no substantial project-related effects on air quality at Hopkinson Elementary School are anticipated. Additionally, the nearest representative noise receptors (i.e., R6.48, R6.49, R6.50, R6.51, and R6.52) are shown in L-26 in Appendix N5, which are protected by 14- to 16-ft-high soundwalls. As shown in Appendix N1 (Table G-18, page G-80), there is no change in dBA between existing and future build noise levels for the Preferred Alternative at R6.48 – R6.51. At R6.52, there is a reduction of 4 dBA between the existing and design year noise level for all of the build alternatives. Hopkinson Elementary School is located approximately 275 ft and two rows of houses farther east than R6.48 and R6.53. No project-related increases in noise at Hopkinson Elementary School are anticipated.

Comment CG4-3

The Air Quality Technical Report was prepared in accordance with FHWA and Caltrans policy and guidance. As discussed in Section 3.2.6 of the Final EIR/EIS, the project is a Project of Air Quality Concern (POAQC) and requires PM₁₀ and/or PM_{2.5} hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot Spot Guidance. Interagency consultation concurred with this determination on January 25, 2011. Pursuant to Federal Conformity Regulations (specifically, 40 CFR 93.105 [c] [1][i]), a qualitative analysis of the localized PM emissions was conducted. Based on the detailed PM hot-spot analysis, which is consistent with 40 CFR 93.116 and 93.123 and EPA's hot-spot guidance, none of the proposed build alternatives would cause or contribute to, or worsen, any new localized violation of PM₁₀ and/or PM_{2.5} standards.

The air quality analysis addressed exposure to MSATs, including diesel exhaust. Other MSATs addressed in the analysis included acrolein, benzene, 1,3-butadiene, formaldehyde, naphthalene, and polycyclic organic matter. The detailed analysis estimated MSAT exposure based on vehicle speeds and EMFAC2011 emission factors. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. As such, the corridor communities would be exposed to less MSAT emissions under the Preferred Alternative. Please see Common Response – Health Risks.

Overall, diesel engine emissions are responsible for most of California's estimated cancer risk attributable to air pollution. In addition, DPM is a significant fraction of California's particulate

pollution problem. Assessments by CARB and EPA estimate that DPM annually contributes to approximately 3,500 premature respiratory and cardiovascular deaths and thousands of hospital admissions, asthma attacks, and other respiratory symptoms. CARB has found that DPM contributes more than 70 percent of the known risk from air toxics and poses the greatest cancer risks among all identified air toxics. None of the build alternatives would increase the percentage of trucks in the fleet mix, and all would improve vehicle speeds in the project area. DPM emissions would likely be less than future no-build emissions for all of the build alternatives. The build alternatives would not result in adverse effects associated with increased DPM.

The air quality analysis was based on traffic conditions forecast in the Traffic Study, which shows congested conditions in the Rossmoor area. Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13 of the Draft EIR/EIS show that the segment of I-405 from SR-22 East to I-605 is anticipated to be congested to varying degrees under all of the build alternatives. Noise in the Rossmoor area is fully considered in the Noise Study Report and presented in Section 3.2.7, Noise. See also Common Response – Noise/Noise Analysis.

As described in Section 3.2.6, corridor emissions, including MSATs associated with the Preferred Alternative, would be less than the future No Build Alternative. See Common Responses – Air Quality and Health Risks.

Comment CG4-4

Please see Response to Comment CG4-3.

Comment CG4-5

Either one or two lanes would be added to I-405 northbound under the build alternatives. The lane included in all of the build alternatives would provide a second full northbound lane onto I-605. The second lane (included only in Alternative 2) would provide a second full northbound lane onto SR-22 West. For analysis of the potential for a disruption in traffic flow in this area, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

Comment CG4-6

Outreach to the Community of Rossmoor included a scoping meeting in fall 2009, a mailing to a 0.25-mile radius of I-405 in May 2012, and a public hearing in June 2012 during the circulation of the Draft EIR/EIS. Banners regarding the public hearing in June 2012 were posted at the entrances to the Rossmoor community on St. Cloud and Bradbury, and advertisements were placed in the following newspapers prior to the Rossmoor public hearing at Rush Park:

- *OC Register*: May 18 and June 1, 2, 8, 9, and 11, 2012
- *Daily Pilot*: May 30, June 1, and June 3, 2012
- *Huntington Beach Independent*: May 31 and June 7, 2012
- *Westminster Herald*: May 31 and June 7, 2012
- *Nguoi Viet News*: May 18, 2012
- *Long Beach Press Telegram*: May 18, 2012
- *Excelsior*: May 18, 2012

Five e-blasts were also sent to any Rossmoor residents on the project's database.

Response to Comment Letter CG5**Comment CG5-1**

Caltrans and OCTA thank the Sierra Club for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

The proposed project would not remove the freeway or the proposed Express Lanes in Alternative 3 from public ownership. Carpooling would still be encouraged in the proposed Express Lanes because carpools meeting the occupancy requirement would use the Express Lanes free or for a discounted toll. Please see Common Response – Opposition to Tolling.

Air quality is improved under Alternative 3 compared to the no-build condition, as disclosed in Section 3.2.6 of the Draft EIR/EIS. Please see Common Responses – Air Quality and Health Risks.

Comment CG5-2

Air quality is improved under Alternative 3 compared to the no-build condition, as disclosed in Section 3.2.6 of the Draft EIR/EIS. For most Californian's, congestion and reduced travel times have a large effect on the quality of life. Travel times improve for all drivers under all of the

build alternatives compared to the no-build condition. Under Alternative 3, users who choose to pay a toll to use the Express Lanes could substantially reduce travel times, as shown in Table 3.1.6-7 in Section 3.1.6 of the Draft EIR/EIS.

Comment CG5-3

Please see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter CG6

Comment CG6-1

Caltrans and OCTA thank the Transit Advocates of Orange County for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment CG6-2

The May 2012 Draft EIR/EIS, including specialized technical studies, presents a comprehensive analysis of the potential temporary and permanent environmental effects of the proposed build alternatives on the environment, including your interests in Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, and Section 3.1.4.3, Environmental Justice. No protected environmental justice populations are found to be disproportionately adversely affected by the project. Bike and pedestrian facilities included in the build alternatives represent an improvement over the No Build Alternative. Bike and pedestrian facilities provided by the build alternatives are summarized in the Draft EIR/EIS on page 3.1.6-103 as compared to the No Build Alternative summarized on page 3.1.6-34. The analysis of impacts discussed in the Draft EIR/EIS or as revised/updated in the Final EIR/EIS related to comments on the Draft EIR/EIS is accurate.

Comment CG6-3

Pedestrian facilities were considered at these locations. Providing sidewalks on the west side of Harbor Boulevard and east side of Edinger Avenue is not included in the project due to existing and proposed ramp geometry at these locations. No work is proposed on Euclid Street beneath the I-405 undercrossing bridge. Along the west side of Bolsa Chica Road, the road abuts the Bolsa Chica Channel for several miles, and there are no land uses with pedestrian access. Similarly, along the east side of Seal Beach Boulevard, the road abuts the NAVWPNSTA Seal Beach to which there is no pedestrian access. Where feasible, pedestrian facilities have been included in the project.

No permanent impacts on pedestrian or bicycle facilities were identified in the Draft EIR/EIS, and no additional pedestrian or bicycle facility mitigation was considered in the Final EIR/EIS. The build alternatives would improve (i.e., accommodate) planned facilities or maintain (i.e., include) existing facilities in the project design. Bullets 1 through 3 in the comment are addressed through Caltrans policy and guidance related to signal timing. This ensures that pedestrians are given enough green time to safely cross the street. With respect to “safe routes to school analysis,” temporary impacts resulting from closures or constraints would be addressed within the Final TMP. As described in Section 2.1.6 of the Draft EIR/EIS, the Final TMP will be prepared during the plans, specifications, and estimate (PS&E) phase, which will require minimization of construction-related effects on traffic and circulation/pedestrian and bicyclists by applying a variety of techniques, including public information, motorist information, incident management, construction strategies, demand management, and alternate route strategies. During the course of project construction, the Traffic Management Team will observe traffic/pedestrian conditions and make recommendations to the Resident Engineer concerning any changes that need to be made to construction traffic management. The TMP Coordinator will work closely with the Traffic Management Team to develop timely recommendations to address traffic-related effects on traffic and circulation/pedestrians and bicyclists, including coordination with schools, in developing alternative routes, as necessary.

Comment CG6-4

No permanent impacts to bus service are anticipated other than relocation of the bus stop cited in the comment and one potential bus stop relocation along northbound Goldenwest Street at Bolsa Avenue from a near-side to a far-side stop. Arterial improvements included in the project along major arterials in the vicinity of I-405 should improve arterial flow, thereby providing a benefit to transit route service. A complete listing of arterial improvements included in the project is provided in the Draft EIR/EIS on pages 3.1.6-36 and 3.1.6-108.

Comment CG6-5

The bus stop on Ellis Street near the OCS D driveway would be relocated. The bus stop on northbound Goldenwest Street near Bolsa Avenue may be relocated from a near-side stop to a far-side stop. No other permanent impacts to bus stop locations are anticipated. There would be temporary impacts to bus stops during construction that would be identified for each stage of construction and addressed in the Final TMP on a case-by-case basis. A bus stop inventory was not completed.

Comment CG6-6

The significant impacts identified are primarily associated with construction detours and/or closures required to accommodate construction of the build alternatives and provide and ensure

the safety of pedestrians and cyclists. The Final TMP will avoid and minimize construction-related effects on traffic and circulation, pedestrians, and cyclists; however, as noted in the comment, routes could be longer and/or take more time and cannot be fully mitigated. No additional measures beyond those proposed in Chapter 3 and Section 4.2.8 are being considered.

Comment CG6-7

The proposed project is a Caltrans/OCTA transportation project similar to the WCC Project, and it is reasonable to believe that the Final TMP would be something similar. OCTA is committed to early and adequate notification to inform the public and address mobility needs of all motorized and nonmotorized traffic potentially affected by the project. With the exception of relocating one bus stop, no other direct permanent effects on bus routes are anticipated; however, it should be noted that project improvements should enhance circulation on adjacent local arterials, ultimately enhancing transit reliability.

Comment CG6-8

OCTA is committed to early and adequate notification to inform the public and address mobility needs of all motorized and nonmotorized traffic potentially affected by the project. Please also see Response to Comment CG6-3.

Comment CG6-9

The conceptual Draft TMP, developed as part of this phase of the project, focuses on a broader scope. During the next phase of the project (design phase), a Final TMP report that includes traffic studies at local street intersections and improvements for emergency vehicles and more specific detours would be closely coordinated with the various cities and commercial businesses that line the I-405 corridor. In addition to the aforementioned improvements, maps that show current bus facilities and bike and pedestrian routes, in addition to bus stop closures, would be developed during the design phase. The Final TMP report would require that existing levels of pedestrian and bicycle access be maintained and at a minimum on one side of the street through the construction limits at all times during construction. The budget to address the impacts is included in the TMP Data Sheets as Alternate Route Strategies.

Comment CG6-10

Please see Response to Comment CG6-9.

Comment CG6-11

The impacts identified as significant in Section 4.2.3.5 of the Draft EIR/EIS are cumulative impacts. In the case of each of the build alternatives, the section concludes that the contribution of the build alternatives to the cumulative impact is less than significant. For example, the last

sentence on page 4-25 says, “Therefore, the contribution of Alternative 1 to the cumulative impact on the freeway mainline is less than significant.” Similar statements are provided for all components of all of the build alternatives, with the result that no mitigation is required.

Comment CG6-12

The impacts described are temporary and, subsequent to construction, would at a minimum be the same as before construction and in some cases enhanced. Where feasible, pedestrian facilities have been included in the project. Pedestrian facilities along both sides of the street are proposed for 12 of the 17 arterials crossing I-405 that do not currently have pedestrian facilities on both sides of the arterial at the crossing or on the approaches to the crossing (see Draft EIR/EIS, page 3.1.6-103). The existing pedestrian crossing of I-405 at Heil Avenue would be replaced by the proposed project with a longer pedestrian bridge meeting current ADA standards. The current pedestrian crossing would remain open for use until the new bridge is constructed.

The existing Class 1 bicycle facilities along the east bank of the Santa Ana River and along the San Gabriel River, as well as the six existing Class 2 bicycle facilities, would be retained under all of the build alternatives. Bicycle facilities in the project corridor planned by municipalities, but not currently existing, include Class 2 bikeways along the following arterials crossing I-405:

- McFadden Avenue
- Edinger Avenue
- Newland Street
- Westminster Avenue
- Bolsa Chica Road

All three build alternatives would provide pavement to accommodate standard Class 2 bikeways on all of the above-mentioned arterials. Pavement striping for the purposes of bike lanes along these arterials within the project limits would not occur as part of the proposed project; however, it would occur when the municipalities implement longer continuous segments of the planned Class 2 bikeways.

Except for the potential relocation of two bus stops, no permanent deterioration of transit service has been identified as a result of the proposed project. Improvements to transit bus travel time may occur along arterials improved as part of the interchange and overcrossing improvements included in the build alternatives.

Comment CG6-13

The Community Character and Cohesion section of the Draft EIR/EIS looks at the impacts of the project as it relates to the various communities, generally referred to as the corridor cities. The

impacts described would affect all who reside and transit the area equally. For example, if a person resides between toll Express Lane Facility access points in Alternative 3, they would have the same routes available to them whether they drive their own car or take the bus. Subsequent to construction, pedestrian and bicycle facilities will be enhanced within the project area. Please also see Response to Comment GC7-12. The project has incorporated all feasible avoidance, minimization, and/or mitigation measures and would not result in disproportionate adverse effects on low-income and/or minority populations. Please see also Response to Comment CG6-16.

Comment CG6-14

The proposed project does not physically divide an established community. I-405 is an existing barrier separating the communities on the east and west sides of I-405. Although access may be temporarily rerouted, which will result in additional travel times and distances, subsequent to construction, access to and from the communities from I-405 and within the improved areas (e.g., new overcrossings, ramps, ramp intersection) will be improved for all users.

Comment CG6-15

The build alternatives improve both mobility and throughput compared to the No Build Alternative (see Final EIR/EIS, Section 3.1.6) and do not decrease safety or performance of public transit, bicycle, or pedestrian facilities. During construction, public transit and bicycle and pedestrian facilities could be disrupted by construction. As required by the TMP, alternative bicycle and pedestrian paths would be provided in adjacent areas to the maximum extent practicable. Pedestrian and bicycle safety will be a top concern in the development of motorized and nonmotorized circulation and access within the project area and development of the final TMP.

As discussed in Section 3.1.6 of the Final EIR/EIS, subsequent to construction, the build alternatives are intended to improve traffic flow, ease congestion, and improve bicycle and pedestrian access and safety. The build alternatives include operational improvements on local arterials that will enhance transit services and, where feasible, pedestrian facilities have been included in the project. Pedestrian facilities will be added at 12 of the 17 arterials crossing I-405 that do not currently have pedestrian facilities on both sides of the arterial at the crossing or on the approaches to the crossing. Additionally, the existing pedestrian crossing of I-405 at Heil Avenue would be replaced by the proposed project with a longer pedestrian bridge meeting current ADA standards.

The consistency of the proposed build alternatives with State, regional, and local plans and programs is discussed in Table 3.1.1-1 in the Final EIR/EIS. No new analysis or mitigation is required.

Comment CG6-16

Caltrans is committed to fair and equitable treatment of all groups of population, including environmental justice and other disadvantaged groups. As stated in the Title VI policy Statement in Appendix C, “The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.” All groups of population, including environmental justice and other disadvantaged groups within the project area, either traveling by car or bus on the freeway or arterials or walking or biking, will likely be affected by construction impacts. The commenter does not recommend any mitigation measures for further consideration. All measures to avoid, minimize, and/or mitigate project effects are described in Chapters 3 and 4 of the Final EIR/EIS. The conclusion in this Final EIR/EIS is that the proposed project alternatives would not cause disproportionately high and adverse impacts to minority or low-income populations, as demonstrated by the analysis.

While BRT and LRT alternatives were removed from further consideration as noted in the comment, OCTA’s planning process is still available to enhance bus service along the I-405 corridor. The availability of the Express Lanes in Alternative 3 would provide a more reliable travel time that may encourage OCTA and other providers to provide additional transit service along I-405.

Comment CG6-17

Measure COM-3 will not be modified to include the first week of school or finals week. It should be noted that this measure addresses the freeway ramps and would not affect bicycle or pedestrian users. The final TMP will identify detours for bus traffic, which will be provided to the schools.

Comment CG6-18

Per the SCE emergency planning Web site, mandatory evacuations during an emergency at SONGS is for the communities within 10 miles of the plant. Should evacuation be necessary, I-5 and Pacific Coast Highway provide the major evacuation routes. Traffic will be heavily controlled on surface streets leading to I-5 and at all highway on-ramps. Northbound traffic will be stopped at SR-78 in Oceanside, and southbound traffic will be stopped at the I-5/I-405

interchange. Primary evacuation routes can be reviewed at <http://san-clemente.org/sc/Inf/EmergencyPlan/EvacRoutesReceptionCenters/evac.jpg>.

Comment CG6-19

The Orange County Sheriff's Department provides transit police services for OCTA.

Comment CG6-20

Consideration of BRT and LRT in the I-405 corridor is included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Further Consideration. LRT was considered in four such alternatives, and BRT was considered in two such alternatives. Each of these alternatives was eliminated for the reasons cited in the section. See Common Response – Elimination of LRT and BRT Alternatives.

Comment CG6-21

Transit alternatives were properly analyzed, and the reasons for elimination of alternatives are provided in Section 2.2.7 of the Draft EIR/EIS. See also Common Response – Elimination of LRT and BRT Alternatives. The TSM/TDM Alternative does not meet the purpose and need of the project, as described in Section 2.2.4 of the Draft EIR/EIS. TSM/TDM elements are included in each of the build alternatives. It is unclear from the comment what transit and environmental justice impacts the commenter feels were not analyzed, but the project benefits transit by providing arterial and freeway improvements available to transit vehicles, and no impacts to protected environmental justice populations were found. Environmental justice is covered in Section 3.1.4.3 of the Draft EIR/EIS. No protected populations were found to be disproportionately adversely affected by any of the proposed build alternatives.

Comment CG6-22

There are no significant impacts to bus, bike, and pedestrian facilities or users as noted in Response to Comment CG6-12. There are no significant impacts to the two freight railroads in the corridor.

Excess toll revenues (i.e., net revenues after all operating, maintenance, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor, including freeway, local street, transit, TSM/TDM, bicycle, and pedestrian facilities and services consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues. See Response to Comment CG2-5 and Common Response – Measure M Funding.

Comment CG6-23

Determining the potential amount of excess revenues and their potential uses is highly speculative and not an integral part of the proposed project. See Response to Comment CG6-22.

Comment CG6-24

Please see Responses to Comments CG6-3 through CG6-10.

Comment CG6-25

Please see Responses to Comments CG6-3 through CG6-10.

Comment CG6-26

Please see Response to Comment CG6-16.

Comment CG6-27

Please see Responses to Comments CG6-9 and CG6-10.

Comment CG6-28

Please see Response to Comment CG6-20.

Comment CG6-29

Please see Response to Comment CG6-22.